

MTD, Merger And The SIU

A report by SIUNA vice-presidents Paul Hall and Morris Weisberger—Pages 7, 8, 9, 10

Vol. XVII
No. 26

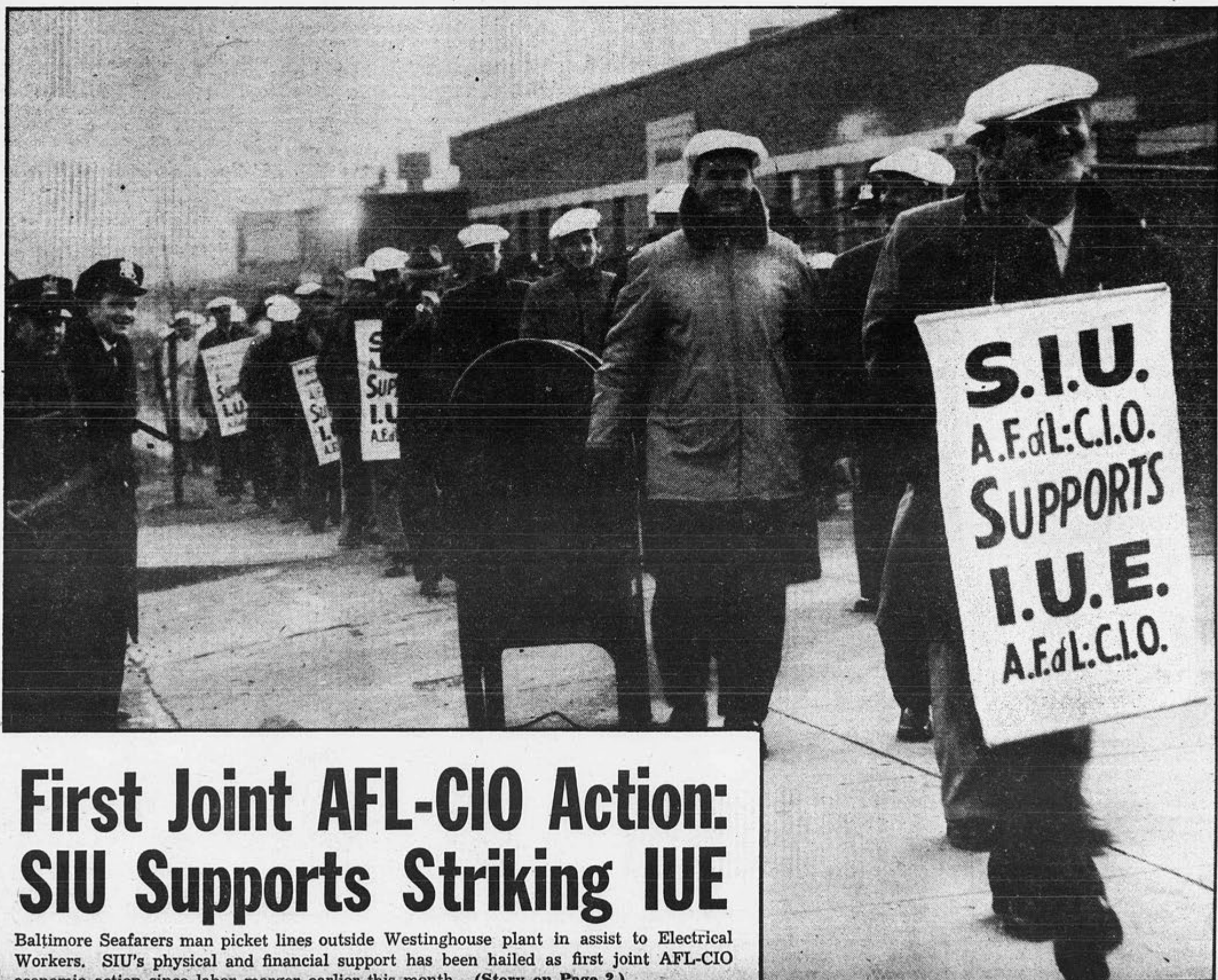
SEAFARERS LOG

Dec. 23
1955

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

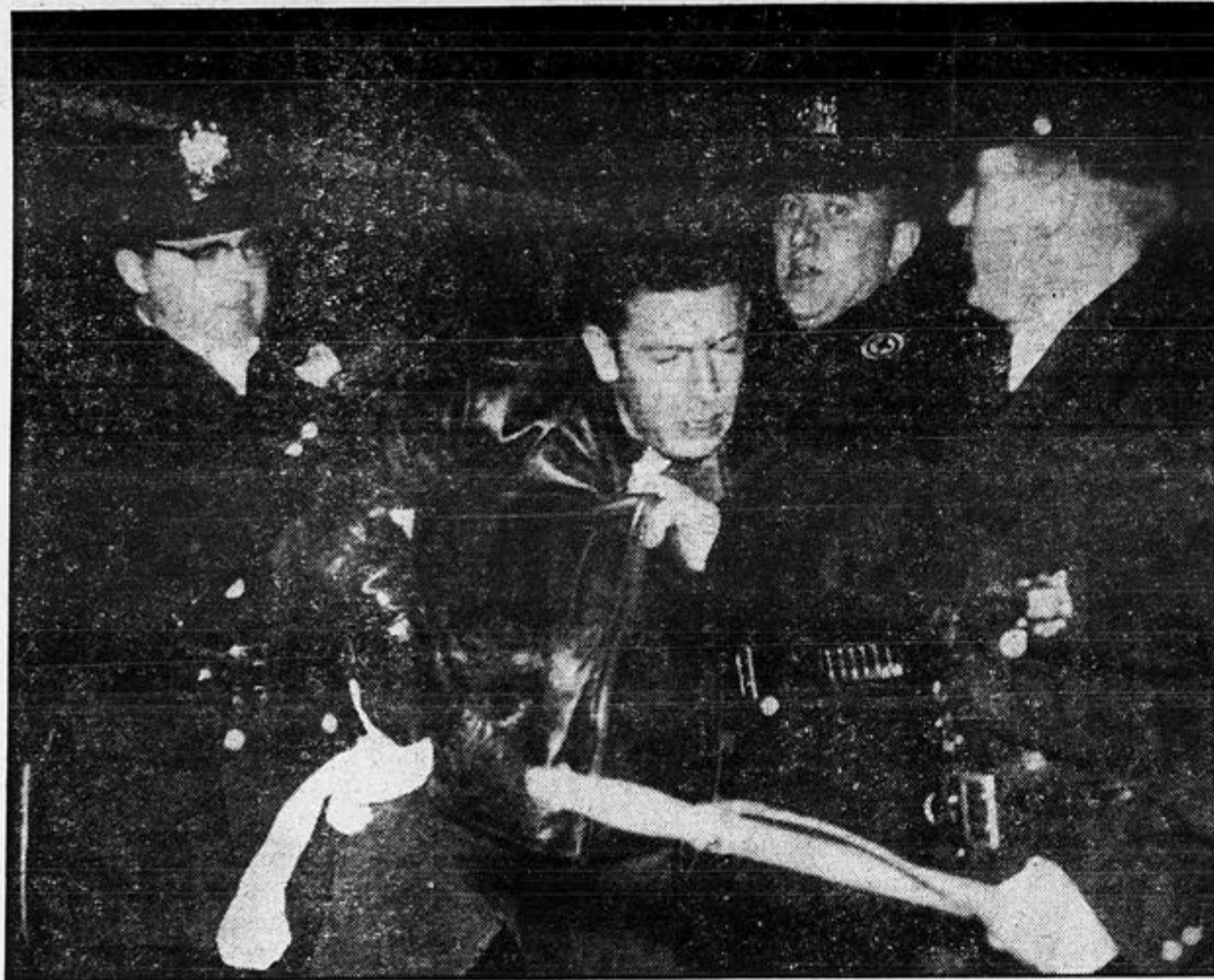
MARITIME POLICY VOTED BY AFL-CIO

—Story on Page 3



First Joint AFL-CIO Action: SIU Supports Striking IUE

Baltimore Seafarers man picket lines outside Westinghouse plant in assist to Electrical Workers. SIU's physical and financial support has been hailed as first joint AFL-CIO economic action since labor merger earlier this month. (Story on Page 2.)



Baltimore cops rough up Seafarer Charles Stanbury as they clear SIU and IUE pickets away from Westinghouse plant gate to permit strikebreakers' cars to enter plant.

First AFL-CIO Action; SIU Aids Striking IUE

BALTIMORE—In what is believed to be the first post-merger joint action by AFL-CIO unions, the SIU threw the full weight of its support behind striking Westinghouse Electric workers at two plants here and elsewhere in the country. Some 50,000 members of the International Union of Electrical Workers have been on strike against Westinghouse for over two months.

Seafarer-support of the strike reached a peak in Baltimore when the company elected to make its two plants in that area the focus of a "back to work" movement. Rank and file Seafarers took part in mass picketline demonstrations at both the Lansdowne and Wilkens Avenue plants, as the company pushed a caravan of strikebreakers in automobiles through the picket lines.

The SIU Baltimore Hall was the

"would ever dare try what Westinghouse is doing to you people. The SIU is with you now and will be with you right down the line." As Carey pointed out to the meeting, Westinghouse has refused to budge from its rejection of union demands for a 15-cent raise and has also refused all suggestions for arbitrating them. He said the company rejected arbitration by a commission appointed by President Eisenhower, by the Federal Mediation Service by the American Arbitration Association or any other panel.

Several other AFL-CIO union representatives addressed the rally

at which \$5,000 was collected in checks and pledges for the Westinghouse strike fund.

Even prior to the rally Seafarers had already participated in picket line demonstrations at the two plants. A number of Seafarers were hustled off by the Baltimore police on minor charges such as kicking at strikebreakers' cars in the course of the picketing. Police lined the entrances to the plants to clear the way for the strikebreakers.

SIU aid to Westinghouse strikers follows a traditional SIU pattern of assistance to all unions involved in legitimate economic beefs.

THE SUN, BALTIMORE,
**WESTINGHOUSE
 STRIKE RALLY
 CAPS MERGER**
 Believed First AFL-CIO
 Postcoalition Effort;
\$5,000 Collected

site of a Westinghouse strike rally on Sunday, December 18, at which James Carey, IUE president, pledged continuation of the fight and SIU Secretary-Treasurer Paul Hall assured the strikers the SIU was with them all the way, financially and otherwise.

'Full Support'

In informing the meeting of the SIU's support, Hall said, "it would be a shame and disgrace to the Baltimore union movement if we do not help these people win.

"No shipowners," he added,



Group of Seafarers ready for picket duty at Baltimore Westinghouse plant await instructions at local union offices of Int'l Union of Electrical Workers. SIU aid has been big boost to strikers who have been out two months.

To Quiz SIU Crews On Shipboard Safety

A joint SIU-shipowner subcommittee has begun work on preparations for an industry-wide safety program aboard SIU ships. The shipboard safety proposals will be one phase of the SIU's trail-blazing health-safety program recently negotiated under a contract reopening. Other features of the program will include establishment of health and safety centers in SIU port offices in four major ports.

Kicking off the new safety pro-

gram will be a questionnaire, now in preparation, which will be distributed to all SIU ships. Members of all shipboard departments will be asked to submit safety suggestions relating to ship's equipment, working practices aboard ship, shipboard living quarters and other aspects of shipboard operation.

By seeking opinions of working Seafarers on safety problems, the committee hopes to come up with the major shortcomings in shipboard safety and then make the necessary recommendations to remedy conditions.

"What we want to do," a Union spokesman said, "is get away from the billboard and poster approach to safety and go to work on safety problems themselves." The practical day to day experience of ship's crews should prove a productive source of information as to what constitutes unsafe shipboard practices.

Preventive Medicine

The other part of the health-safety package aims at standardization of physical examinations for seamen on all SIU-contracted ships and a program of preventive medicine involving the detection and treatment of ailments and disabilities before they become too far advanced.

The program will be administered through health and safety centers which will be established in New York, Baltimore, Mobile and New Orleans in the Union's port offices. Location of the centers in this fashion will be of considerable convenience to Seafarers who often have to travel considerable distances to doctor's offices in order to get the necessary physical clearance for a job.

An initial shipowner contribution of five cents per day per man will get the program underway.

Two More Unions Swell MTD Ranks

Two more international unions have joined the rapidly-growing Maritime Trades Department, AFL-CIO, adding several thousand more members to the body. The International Brotherhood of Firemen and Oilers and the American Federation of State, County and Municipal Employees took steps to affiliate, following similar action by the International Brotherhood of Teamsters and the American Federation of Grain Millers. These affiliations have greatly strengthened the department and broadened its base.

Strong On Lakes

The Firemen and Oilers has the larger part of its membership on the Great Lakes where they man shoreside cranes, bulk loaders and other waterfront equipment. It maintains its headquarters in Chicago and also has branches in major East Coast ports including New York, Philadelphia and Montreal. Anthony Matz is president of the union.

The State, County and Municipal employees have their headquarters in Wisconsin. They have affiliated that section of their membership which is employed on waterfront facilities, such as municipally-owned docks and other installations, principally on the Lakes. The union is headed by Arnold Zander.

MTD is a federation of both seagoing unions and unions in shoreside industries which are part of maritime or closely related to shipping.

Unions Ask Boycott Of 'Hot' Ore

Blasting government anti-labor tactics in the face of a strike by phosphate miners in Curacao, DWI, the International Confederation of Trade Unions has called for a global boycott of Curacaoan phosphate ore cargoes by trade unionists all over the world.

Meeting at its semi-annual executive board session in New York, ICFTU leaders said the success of the boycott would demonstrate to the Dutch West Indies government that suppression of workers' rights will not be tolerated by free trade unionists elsewhere in the world.

Union Men Jailed

A strike at the phosphate mines in Curacao has resulted in the jailing of three union leaders and the deportation of 364 miners to the British West Indies. Fifteen other workers are awaiting deportation; 121 others are still on strike.

The boycott appeal called on all affiliated unions to protest by any means possible the unloading of Curacaoan phosphate ore at ports in any continent. The SIU is a member of ICFTU by way of its affiliation with the AFL-CIO, one of the founders of the global labor body.

AFL-CIO Votes Strong Maritime Policy

Higher Vacation Credit As Of Jan. 1

Beginning January 1, Seafarers sea and port time will count toward vacation pay at the new rate of \$244 a year. Discharges covering 1956 time will be paid at the new rate. Sea and port time for 1955 on which Seafarers will have vacation pay pending will be paid at the rate of \$176.

Adopts 15-Point Program; MTD Role Seen Expanding

A vigorous and strongly-worded policy of full support for an energetic merchant marine program has emerged from the recent AFL-CIO merger convention. The 16-million member federation endorsed a strong US merchant marine free of Coast Guard control. Its adopted policy embraced almost entirely the views of the SIU on maritime matters.

The merchant marine program approved by the convention points to the shrinkage of the US merchant fleet because of transfer and the overage condition of the ships. It decries partisan attacks on the merchant marine and strongly endorses the following provisions among others:

- The "50-50" cargo law should be defended and diligently enforced;
- The Public Health Service Hospitals must be kept open with sufficient appropriations;
- Maritime hiring halls and rotary shipping are recognized as the best possible way of insuring a fair distribution of jobs. Federal legislation should specifically guarantee and recognize the hiring hall;
- An all-out effort should be made to revive coastwise and intercoastal shipping through Government assistance to this section of the merchant marine;
- Federal laws protecting seamen must be kept free from tampering;
- Foreign flag transfers should be halted immediately;
- Government training schools should be closed in view of the oversupply of licensed marine officers;
- The Military Sea Transportation System should stop competing with privately-owned shipping.
- The labor movement should cooperate to eliminate bureaucratic seamen's charities;
- Coast Guard control over seamen should be returned to civilian agency control.

Started At MTD Meeting

This strong and comprehensive policy statement received its initial impetus at the Maritime Trades Department convention which preceded the merger convention by a week. The MTD's position on seagoing maritime matters was subsequently approved by the AFL convention which met principally for the purpose of approving the AFL-CIO merger.

On the eve of the merged AFL-CIO convention, both AFL and CIO maritime unions were asked by the joint AFL-CIO executive council to submit policy statements

so that the viewpoints of the two groups could be viewed and a single policy could be agreed on for submission to convention delegates. AFL sea unions drafted a statement accordingly and the CIO unions did likewise.

Balked On Subsidies

The one major point on which the CIO maritime unions balked

A full report by SIUNA vice-presidents Paul Hall and Morris Weisberger on the proceedings of all of the conventions as well as details of the resolutions adopted on maritime matters begins on page 7 of this issue.

at the AFL's document was on the question of subsidies with the AFL unions submitting a resolution strongly critical of the maldistribution of subsidy benefits to a few favored steamship companies. The CIO group refused to go along with any criticism of the administration of the subsidy program with the result that this particular question was sidetracked for reference to the Executive Council. The subsidy question will be thrashed out at future council meetings.

The strong convention action, coupled with the enlargement of the Maritime Trades Department, the addition of new membership and the establishment of a full-time MTD office in Washington, foretell a vigorous role by MTD sea unions in the merged labor federation.

Tampa Awaits New Tug Pact

TAMPA—Negotiations between the SIU-affiliated Marine Allied Workers and the Blue Stack Towing Company were continuing this week, keyed to the possibility that the six-ship tug fleet will be operating under an MAW pact by the start of the new year.

Talks revolving around a first-time MAW contract in the fleet got underway last month following the union's success in a National Labor Relations Board election among unlicensed crewmembers. The MAW victory in Blue Stack was the third win in recent months for the SIU affiliate in as many attempts.

SEAFARERS LOG

Dec. 23, 1955 Vol. XVII, No. 26

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.

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



Prospect of a cheerier Christmas peps Seafarers at Manhattan Beach USPHS hospital, Brooklyn, after SIU Welfare Services representatives handed out regular \$21 weekly benefits plus holiday bonus of \$25. At left foreground, SIU rep. Toby Flynn presents cash to Vic Milazzo, hospital delegate, to wind up the job. In center is Seafarer Walter Reidy of Welfare Services Dept. Forty Seafarers at the hospital shared in the holiday bonanza provided by SIU Welfare Plan.

\$25 Holiday Bonus Voted Seafarers In Hospitals

The traditional \$25 bonus from the Welfare Plan has been voted for hospitalized Seafarers by the Seafarers Welfare Plan. All men who qualify for hospital benefits and are in the hospitals for more than one day the week of December 19 will receive the \$25 Christmas

gift. It will be in addition to the regular \$21 a week hospital benefit paid by the Seafarers Plan.

Usually there are close to 200 Seafarers in the hospitals at any given time which means that the trustees' vote on the bonus will mean another \$5,000 in hospital benefits for Seafarers. The bonus money will be distributed by SIU hospital representatives when they make their regular weekly visits to the hospitals.

Any Seafarer who is not in the

hospital when the bonus is paid but is eligible to collect because he spent more than 24 hours in the hospital during Christmas week can get his money through SIU Welfare Services in headquarters.

Hospitalized Seafarers have received the bonus each year since the Welfare Plan began so that they would have a little additional cash for any personal extras or gifts they might want to be. The trustees acted under their authority to increase benefits from time to time as circumstances warrant.

CS To Get Supertanker In 3 Months

The first of three new super tankers being built for the SIU - contracted Cities Service Oil Company is due to be launched in March and will be in service by July, 1956. All three tankers should be in operation by the end of next year in the CS coastwise trade.

Built under the "trade-in and build" program of the Maritime Administration, the new tankers will have a deadweight tonnage of 32,600 and provide modern accommodations including individual lockers for all crewmembers and forced draft ventilation.

The ships will operate on a geared turbine drive and will maintain a service speed of 16½ knots off 15,000 shaft horsepower. They will be 661 feet long and 90 feet wide amidships with a carrying capacity of 271,000 barrels.

Crew accommodation plans call for staterooms for the chief cook, pumpman, machinists, 2nd cook and 3rd cook. An additional 29 rooms will be provided for the rest of the crew with each room having a berth, locker, desk, slat seat chair, upholstered chair, book rack, radio shelf and forced draft ventilation. A crew lounge will be provided in addition to the mess-room.

The service target dates for the three ships are July, August and December, 1956, respectively. Since the ships have a relatively shallow draft, 32 feet, it is believed they will be able to navigate the Calasieu River channel with some minor dredging at the dock terminal in Lake Charles.

Panel Of Judges Set For First LOG Awards

A three-man panel of judges will begin sifting through 1955 copies of the SEAFARERS LOG next week to pick the winners of the 1955 SEAFARERS LOG award. The award

will go to Seafarers who have made distinguished membership contributions in the form of letters, photographs, poetry and drawings or other art work.

Judging the contest will be Mark Starr, educational director of the International Ladies Garment Workers Union; Gordon Manning, managing editor, Collier's Magazine, and Victor Riesel, nationally-syndicated labor columnist. Award winners will receive SEAFARERS LOG award medallions.

All membership contributions in 1955 issues of the LOG, including this one, are eligible for the award. Standards governing selection of winners are: letters—one offering a constructive proposal, or best expressing a Seafarer's feeling on any given issue; photography—for the best photograph or photographs of Seafarers at work or play or other material of strong interest to Seafarers; poetry—literary merit and subject matter in the tradition



US Lines Opposes US-Flag Expansion

United States Lines, the most-subsidized company in the US, appeared as the sole opponent to expansion of the US merchant marine on the North Atlantic run in hearings before the Federal Maritime Board last week.

NY Speaker



Hitting the deck at last NY branch membership meeting, Seafarer J. P. "Kelly" Shaughnessy makes point during good and welfare. He's off Steel Vendor.

US Lines was the only opposition to a petition by Arnold Bernstein Lines for Government-aided passenger service on Trade Route 8 between the US and the ports of Rotterdam and Antwerp. Passenger service on this route is currently monopolized by foreign-flag operators.

Bernstein has asked for Government construction and operating subsidies for up to three low-cost passenger ships. The ships would be converted Mariners, which would operate as one-class liners with cafeteria style service at rates far less than full-service passenger liners charge. Each ship would carry approximately 900 passengers.

No US Service Now

US Lines does not operate on the passenger-cargo service of Trade Route 8 but does have a straight cargo service into those ports. It does not intend to service the ports with passenger ships but nevertheless it put in an appearance as an objector to the Bernstein proposal.

The rest of the witnesses testified in favor of the proposal, pointing out there was no US-flag service available for passengers heading for the Low Countries and Germany. They also stressed the tremendous demand for transatlantic passenger service which has resulted in many would-be travelers being disappointed in their quest for reservations.

Maritime observers see the US Lines intervention as a contest between two widely-differing points of view as to the purpose of US Government subsidies. One viewpoint regards them largely as a prestige item to be used to construct and support floating palaces in lavish style to compete with the Cunard Line Queens for the benefit of the luxury traveler. The other regards them as a means of establishing economically-feasible operations designed to attract the broadest-possible passenger and cargo services, and to strengthen the workaday merchant marine.

With the conclusion of the hearings, all parties to the hearing have 30 days in which to file briefs.

'Frisco Hums With Shipping

SAN FRANCISCO — Shipping continued booming along here during the past two weeks as the number of jobs dispatched climbed higher than the previous period.

The shift from slow to "high" in the shipping department followed a long quiet period. Job activity in the last period was sparked by two payoffs, the Azalea City (Waterman) and the Alice Brown (Bloomfield).

In addition, both the Longview Victory (Victory Carriers) and Jean LaFitte (Waterman) signed on. The volume of jobs dispatched was also swelled by a busy schedule of in-transit shipping. A total of 11 vessels made stopovers here, each taking several men off the beach as replacements.

Foreign Aid Shift May Boost Shipping

WASHINGTON—A surprise shift in the Government's foreign aid policy may have important repercussions on shipping and jobs in the merchant marine. In a strong reaction to the resumption of the "cold war" the Eisenhower Administration is reported planning to ask for a big boost in foreign aid appropriations, \$5 billion compared to about \$2.7 billion voted last year.

Any big jump in foreign aid appropriations would probably meet stiff opposition in Congress. But all indications point to an increased outlay in the next year with more money going to such sensitive spots as the Middle East and South Vietnam. Since such aid shipments are covered by the "50-50" law, they would be assurance of large accounts of cargo for US flag ships.

Surplus Cargoes

Meanwhile, other decisions are shaping up in Washington which would be of direct benefit to US shipping. The US Department of Agriculture intends to greatly intensify efforts to dispose of the mountains of surplus agricultural products it holds. The Department is speaking of selling one million bales of cotton abroad at low prices. It also has to take energetic steps to unload part of the mammoth wheat surplus. Some of the wheat has been in storage for over two years and will go bad within a year unless it is sold. There are reports that Brazil is in the market for up to 250,000 tons of US wheat and other nations are interested.

The prospect of greatly increased foreign aid shipments comes at a time when Liberty ship prices have risen to a new high and coal shipments have given an unexpected boost to the bulk cargo trade. Should the Administration go through with its projected plans it would probably mean a breakout of ships from the reserve fleet next summer.

Cancer Victim Urges X-Ray

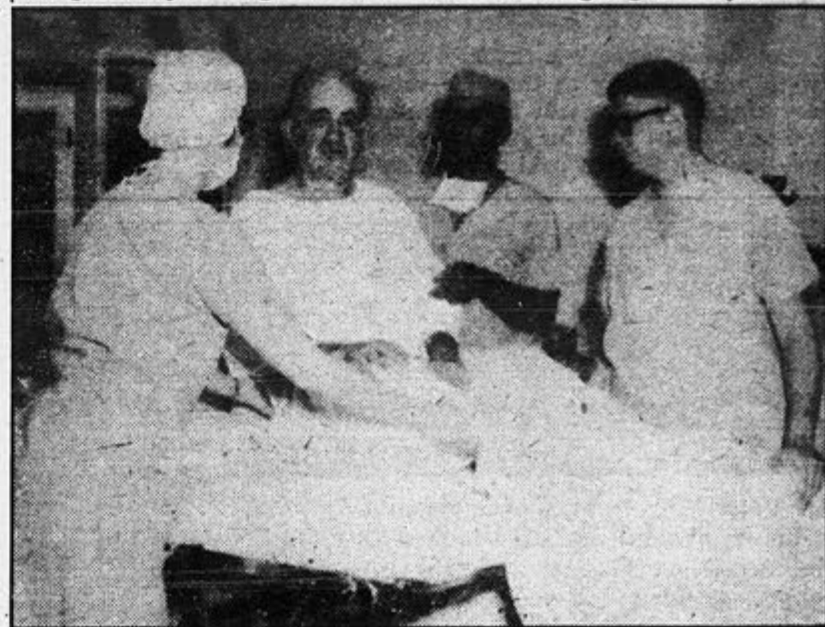
After a four year battle against a cancer condition, Seafarer Harry "Harry the Horse" Munches is hopeful of final victory in his fight. But things would have been a lot easier for him, he believes, if he had taken steps early enough to check the warning signals by having a simple x-ray examination.

Now in the tumor clinic of the Baltimore Public Health Service hospital, Munches wrote the SEAFARERS LOG urging the membership to "x-ray your chest once a year, and if you feel any pains in your chest go to the hospital. If your voice is hoarse and sore, don't try to doctor it yourself but go to the hospital at once."

High Praise

Munches has high praise for the food and care he has received at the hospital, "it is the very best, better than money can buy on the outside." He cites the staff of both the tumor clinic and the eye, ear, nose and throat clinic as top notch both as to their professional skills and their willingness to help the patients fight their ailments with all the medical resources at the hospital's command.

They could do even better, he says, if Seafarers would get regular check-ups.



Seafarer Harry "Harry the Horse" Munches is shown with doctors in Baltimore PHS hospital where he is fighting cancer condition.

Shipping Round-Up & Forecast

November 30 Through December 13

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	9	4	5	4	2	3	16	11	27
New York	121	27	75	40	80	17	276	841	360
Philadelphia	37	7	25	15	15	8	77	30	107
Baltimore	37	20	26	18	22	9	85	47	132
Norfolk	11	5	7	10	6	10	24	25	49
Savannah	16	9	11	10	10	1	37	20	57
Tampa	9	1	5	5	10	1	24	7	31
Mobile	36	12	19	8	20	5	75	25	100
New Orleans	57	14	31	14	47	8	135	36	171
Lake Charles	24	16	13	15	14	14	51	45	96
Houston	25	17	20	15	14	11	59	43	102
Wilmington	12	14	10	9	9	8	31	31	62
San Francisco	22	13	17	19	19	16	58	48	106
Seattle	13	8	12	10	13	7	38	25	63
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Total A	Total B	Total Reg.
Total	429	167	276	192	281	118	986	477	1463

Port	Shipped									Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C				
Boston	3	2	0	3	0	0	4	3	0	10	5	0	15
New York	95	38	21	87	31	14	66	30	25	248	99	60	407
Philadelphia	26	11	1	17	15	3	12	11	2	55	37	6	98
Baltimore	44	10	4	26	20	4	21	13	4	91	43	12	146
Norfolk	12	7	7	9	14	6	8	11	15	29	32	28	89
Savannah	6	3	1	4	3	1	3	1	0	13	7	2	22
Tampa	7	2	0	3	3	0	5	2	0	15	7	0	22
Mobile	17	4	0	14	10	0	11	6	0	42	20	0	62
New Orleans	43	13	4	29	13	1	35	16	0	107	42	5	154
Lake Charles	16	11	2	10	12	0	12	4	1	38	27	3	68
Houston	12	4	0	9	3	0	9	6	0	30	13	0	43
Wilmington	11	16	0	6	12	0	3	11	0	20	39	0	59
San Francisco	18	6	18	14	18	12	13	7	11	45	31	41	117
Seattle	9	9	3	16	7	5	4	4	5	29	20	13	62
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.
Total	319	136	61	247	161	46	206	125	63	772	422	170	1364

Solid shipping was the keynote of the past two weeks, as job activity rose once again to a comfortable figure. SIU dispatchers handled 1,364 job openings during the period; registration was pegged at 1,463.

The higher shipping at this time is the result of the predicted heavier job turnover for the holiday season, with more men getting off ships to spend the festivities ashore with their families and friends. At least one more two-week report can be expected to reflect the seasonal pile-off.

Improved activity port by port was a carbon copy of the previous two weeks' business, with a spread of seven ports up, five down and two remaining the same. New York, Philadelphia, Baltimore, Norfolk, New Orleans, Lake Charles and Wilmington all posted a sharp rise in shipping, particularly NY, Philadelphia and Norfolk, which picked up where they left off some weeks ago.

On the negative side of the ledger, Boston, Savannah, Tampa, Houston and Seattle all showed declines in the number of jobs dispatched, with Seattle suffering the worst of the lot. The West Coast port had been running very high for a month due to a tanker boom which put several new crews to sea.

Gulf Held Own

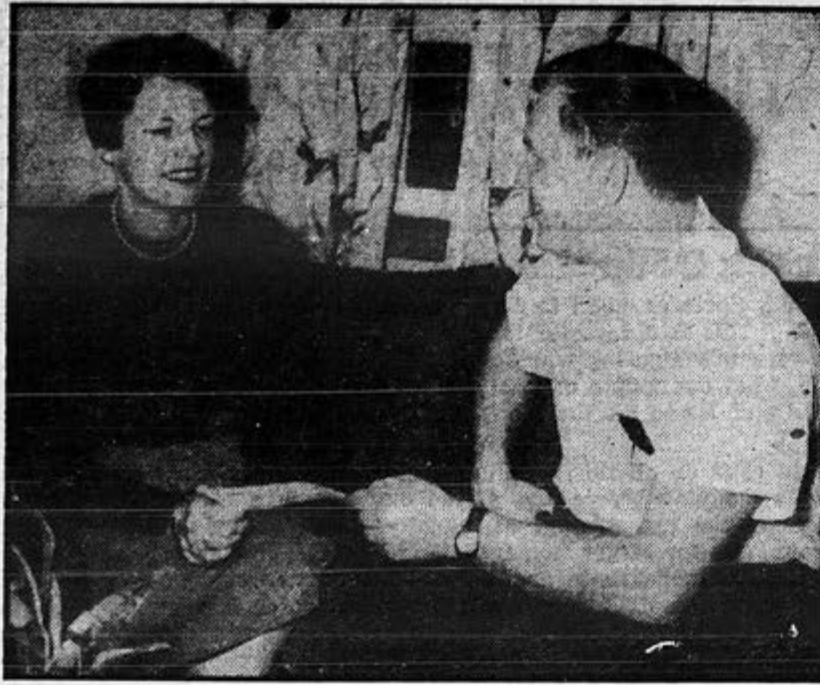
Mobile and San Francisco held the same pace as before, the former with "fair" shipping and the latter doing very well.

Percentage-wise, class A accounted for 56.5 percent of the total shipping, class B for 31.5 percent and class C took up the remainder. A sign of the fact that classes A and B are grabbing on to more and more of the available

jobs is the absence of class C shipping in five ports. New York, on the other hand, shipped a high of 60 class C men by itself.

The following is the forecast port by port:

- Boston:** All's quiet . . . New York: Booming again thanks to holiday . . . Philadelphia: Good . . . Baltimore: Still quiet but jobs are always available . . . Norfolk: Nothing special in sight.
- Savannah:** No payoffs in view; things remain the same . . . Tampa: Outlook better; had to call other ports for men . . . Mobile: Just holding its own . . . New Orleans: Fair . . . Lake Charles: Good . . . Houston: Still quiet.
- Wilmington:** Good . . . San Francisco: Really humming . . . Seattle: Boom's ever but jobs can be had.



Mrs. Nora Cover, wife of Seafarer Victor Cover of Baltimore, receives check from SIU Welfare Services Rep. Tony Kastina following her recent hospitalization. The event seems to please all hands. Cover was at sea at the time.

SIU Welfare \$ Meeting Costs Of Most Surgery

Another 44 Seafarers and their families were assisted under the hospital-surgical benefits of the SIU Welfare Plan to the tune of \$6,407.81 in the month of November, 1955. That brought total benefits in five months to \$37,485.89 for 240 dependents of Seafarers.

Of the 44 benefits paid during the month 11 went for hospitalizations involving injuries or illnesses which did not require surgery. The rise in the percentage and number of such cases indicates that in the first months of the plan many Seafarers' dependents were taking care of long-deferred or optional

surgery. The increase in non-surgical hospitalization represents a more normal ratio.

With this increase has come a rise in benefits paid for doctors' visits to the hospital with \$300 going for that purpose during the month.

Aid Ratio Improving

An encouraging feature of the November report is the rising number of cases in which the Plan covered the full cost of surgery or very nearly so. Since the Plan was designed to meet average surgical costs in major port cities and pays higher benefits than other widely-established plans, it should be sufficient to cover the costs of usual operations. The improvement in this area indicates that many more Seafarers are negotiating for surgical services on the basis of the Plan instead of going ahead without finding out what the costs will be.

Families of Seafarers who have not yet received information on the coverage and eligibility rules of the Welfare Plan can do so through any SIU branch. Wherever possible they should contact the Union in advance before entering a hospital to make sure they are following the proper procedure.

Notify Union About Sick Men

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

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

Steward Depts Get More Time To Act On Program

With a number of ships still to be heard from on proposed changes in shipboard steward department procedure, headquarters is extending for 30 days the time for steward department crewmembers to meet and act on the recommendations. The three-part report sent

to all ships deals with work policy and certification of men in the department; changes in existing working rules and institution of the "to order" feeding system on SIU ships. All steward department personnel are urged to notify headquarters of their sentiments, so that a complete record will be had of steward department expression.

The overwhelming majority of crews responding thus far have voted in favor of the report. A number of crews have proposed modifications and additions of their own which will be submitted to another headquarters rank and file committee for final action. The initial report was drafted by a 15-man committee representing the steward department after it studied suggestions received from the out-ports and from interested parties at headquarters.

The report was then sent on to all SIU ships for discussion and action by steward department members.

Suggestions Offered

Among proposals and modifications sent in, a number of crews have suggested the installation of electric dumbwaiters for efficient "to order" service. Others raised questions about the certification time intervals to go from one rating to another and about the wage scales for the chief steward and chief cook. (The latter two ratings recently received wage increase under the reopener of the SIU contract.)

Other questions and proposals dealt with the work of the 3rd cook where no galley utility is carried and the hours of other ratings as well as the various duties assigned to different ratings under the recommended work rules. Some men proposed modification of the "to order" system on broiled chops, such as pork chops, which need longer preparation than other broiled and grilled meats.

All of these suggestions and modifications are being kept on file pending arrival of ballots from ships not yet heard from. When all the returns are in, another committee will be elected by the membership at headquarters to recast the report in its final form.

MARITIME TRADES DEPARTMENT

DIRECT-TO-SHIPS

ROUND-THE-WORLD



RADIO BROADCAST

EVERY SUNDAY 1915 GMT

EVERY MONDAY 0315 GMT

(2:15 PM EST Sunday)
Europe and North America
—WCO-13020 KC
East Coast South America
—WCO-16908.8 KC
West Coast South America
—WCO-22407 KC

(10:15 PM EST Sunday)
Australia
WMM 25—15607 KC
Northwest Pacific
—WMM 81—11037.5

Widespread popularity of the Maritime Trades Department's short wave radio broadcasts to ships at sea has been reported to headquarters by Seafarers on many SIU ships.

The MTD started broadcasting four months ago in a move to supplement its information program about all of its seagoing and shoreside unions as well as to spread the news of its activities.

The broadcast program had the enthusiastic support of the SIU which felt it would prove an invaluable supplement to existing sources of information and keep members of sea-going MTD affiliates fully informed as to the latest development in the industry.

The broadcasts go out on a once

a week basis but are repeated on a time schedule designed to reach ships all over the world at a reasonable hour.

Contents of the broadcast consist of news of the latest developments in all MTD affiliates, shipping news and other matters of interest to maritime and the membership of MTD unions.

SIU crews which are not receiving the broadcasts or have any suggestions for future programs are urged to get in touch with SIU headquarters.

NEWS OF OUR SIU AFFILIATES

With its first contract under its belt, the Marine Cooks and Stewards Union is turning its attention to shoreside facilities for its membership. Groundbreaking ceremonies were held on December 15 for a new headquarters building to go up at 350 Fremont Street, San Francisco. The building will have facilities for the membership similar to those available in SUP, MFOW and SIU headquarters.

The last of the West Coast deck agreements has been wrapped up as the Sailors Union of the Pacific signed with Alaska Steamship Company for a base of \$410 per month for ABs. Cargo handling and overtime rates are also increased, with the cargo rate \$2.25 during regular hours and \$2.60 on off hours and weekends. Overtime rates are up to \$2.65 an hour and penalty pay has been incorporated in the base pay.

Engineer-instructors for Dominican-flag ships are being supplied by the Brotherhood of Marine Engineers under a new contract signed by the BME. The engineers will be paid the US wage scale for chief engineers, and will get the same vacation and welfare benefits as men on US ships. Their job will be to supervise and instruct native Dominican engineers on the vessels which run between the Dominican Republic and US ports on the East Coast.

Marine Firemen have concluded their contracts with West Coast operators after settling the vacation pay issue on the basis of two weeks' base pay plus a two-week bonus for men in the employ of one company for a year. The contract with the Pacific Maritime Association runs for two years, but Pacific Far East Lines and Ameri-

can President Lines have signed a three-year agreement.

Canadian seamen, members of the SIU Canadian District ended the tie-up of the Princess Helene of Canadian Pacific Railways at St. John, New Brunswick. The tie-up came after West Coast Canadian Pacific Railways ships had been signed to a new contract but the company refused to put the same agreement into effect on the East Coast. Talks will now resume.

The newly-affiliated National Association of Marine Engineers in Canada has won significant improvements on Montreal harbor tugs. A five day, 40 hour week has been established with overtime payments for any hours over eight in one day with a minimum of four hours' overtime for any OT call-out, including nights and weekends.

Lakes SIU Aids Striking Printers



SIU Great Lakes District headquarters in Detroit serves as strike hq. for printing pressmen's union as citywide newspaper strikes continues. All editorial and mechanical employees of the motor city's three major dailies went out when publishers balked on terms for new contracts. Pictured (l to r) are Ralph H. Preddy, Sr., president, Pressmen's Local 13; L. Million, shop chairman at "Detroit Gravure," and E. Morency, Local 13 secretary-treasurer.

Blood Gifts Buoy Wife Of Seafarer

The seriously-ill wife of Seafarer Juan Rueda is holding her own thanks in large part to blood donations given her by a number of Seafarers. Complicating her problems is the fact that she is expecting a baby shortly. Doctors in New York's Mt. Sinai hospital where she is hospitalized expect she will need care and treatment for some time after the baby's birth.



Rueda

Rueda, who sails as steward on SIU ships, is very grateful for the response Seafarers have made to his appeal for blood. "Without their help," he says, "I don't know how we would have been able to pull through these past few weeks."

The doctors expect that the crisis is still to come with the strain of the baby's birth adding to the burden of the illness. They expect that Mrs. Rueda will require additional blood donations to meet the ordeal.

Blood Needed

Seafarers who would like to donate blood to help through this critical stage can do so by going to the blood bank at Mt. Sinai hospital at 5th Avenue and 99th Street, Manhattan. The blood bank is open from 9:30 AM to 8 PM Monday through Friday, from 9 AM to 5 PM on Saturdays and from 1 PM to 4 PM on Sundays.

Donors should specify that they are giving blood to the account of Mrs. Juan Rueda in the maternity section of the hospital and should not eat for four hours prior to the donation.

Seafarers traditionally follow a policy of helping out one another on personal and family blood needs, since transfusion costs, generally run very high otherwise. Replacement pints of blood appreciably lower these costs.

Father And Sons' Day At SIU



"Sharpshooters" Victor Perez, Jr., 6, and brother Frank, 4, gave dad, Seafarer Victor Perez, cook, a few pointers as trio made use of third floor recreation facilities at SIU headquarters. Perez is just off the Steel Navigator.



Presence of father, Seafarer Richard Toler, wasn't quite enough to enable little Richard, 2, to face haircut ordeal. He's ready to dissolve in tears as hq barber looks on.

YOUR DOLLAR'S WORTH

Seafarers Guide To Better Buying

Check Deductions Now For Tax Savings

Every Seafarer ought to do some tax planning before the end of the year. This is a favorite tax-saving device of larger taxpayers, who are currently figuring whether to shift income to 1956 or accept it in 1955, what deductible expenses to prepay and whether to take capital gains and losses on the stock market and other deals now or after Jan. 1.

You can't do all this manipulating, but what you can save by some simple planning before Jan. 1, you ought to take advantage of. The effect of the tax strategy continually developed by tax lawyers and accountants for larger taxpayers, is to shift a greater part of the tax load on to moderate-income people. Last year's changes in the tax laws have operated to make it even easier for larger taxpayers to avoid taxes by further enabling them to convert ordinary income into capital gains which are taxed at a lower rate, through rapid depreciation of company equipment, through the special rebate on dividends from corporation shares, and other devices.

Tax Know-How Is Self-Defense

You have to get tax-wise in self-defense. A family of three whose breadwinner earns \$80 a week this year pays a typical Federal income tax of \$389 or \$7.44 a week. That's more than such a family usually spends on clothing, or home furnishings, or medical care.

Here's the technique of minimizing your tax bill by year-end planning:

Before Jan. 1 make a tentative list of probable tax deductions. These include contributions (goods as well as cash); interest paid on debts; other taxes paid; medical expenses in excess of three percent of income; child-care expenses paid by a working mother or widower; losses due to damage by fire, storm, casualty or theft; deductible work expenses such as union dues, technical books, tools and work uniforms; expenses of earning investment income, such as safe-deposit box rental.

Itemize Fully If Over 10 Percent

If these deductions total at least ten percent of your adjusted gross income (see below), then you will probably itemize your deductions. In that case, your best strategy is to increase your deductions from 1955 income by getting all possible deductions prepaid before the end of the year. It is especially desirable to increase deductions this year because of the possibility that the tax rate may be lower next year. But if your potential deductions for 1955 won't total ten percent of your adjusted gross income, you will probably take the optional ten percent allowance. In that case your tax-saving technique would be to postpone payment of deductible expenses until Jan. 1 to build up your deductions for 1956.

Note that the income figure used to determine whether your deductions total ten percent or not is "adjusted gross income." This means your actual total income less any legally-excludable pay you received while sick. Under the recently-revised rules, you can now exclude from your gross income up to \$100 a week of pay received from your employer while ill. But pay received during the first week of an illness is taxable unless you are hospitalized for at least a day, or your absence is due to injury (whether incurred on the job or not). You can subtract excludable sick pay from your gross income on page 1 of your tax return whether or not you itemize deductions on page 3, so be sure you do this. Otherwise you'll pay extra taxes needlessly.

Deductions You Can Prepay

If you plan to itemize deductions this year, besides charity and church contributions, here are some deductible expenses you may be able to prepay:

Medical Expenses: If you find your medical expenses add up to three percent of your gross adjusted income, you can further increase your deduction by paying any bills you owe doctors, dentists, etc., before the end of the year, or by buying before Jan. 1 any eyeglasses or other appliances or undertaking dental or other treatment you plan to do soon anyway, or by paying before Jan. 1 any premiums which will soon be due on accident and health insurance.

Interest Fees: If you are making any payments on cars, a house, appliances or other goods bought on installments, or on cash loans, you can increase your "interest" deduction by sending out your January payment on Dec. 31. Or if you have the cash, prepay any debts before the end of the year. But if you do prepay debts, see that the lender or finance company rebates to you a proportionate amount of the interest fee or finance charge.

Other Taxes: Property, sales and other taxes you pay are deductible. The chief tax-saving possibility is to pay up by Dec. 31, any taxes you owe or will soon owe. For example, if you make monthly payments on your house which include a property-tax payment on your house, you can increase this year's deduction by an extra month's tax payment simply by sending out your check to the bank on Dec. 31.

Work Expenses: You may be able to buy ahead any work uniforms, equipment, tools, safety shoes, patterns, technical books you plan to get soon anyway. Only work uniforms generally not wearable away from work are tax deductible; not ordinary dungarees. On small tools or supplies, deduct the entire cost, but "depreciate" expensive tools. For example, on the costlier hand tools, the usual procedure is to deduct 20 to 25 percent of the cost each year; on scientific tools, ten percent; electric tools, 33 1/3, until the full cost has been deducted.

Child-Care: Working mothers whether married or widowed, and widowers, are now permitted to deduct up to \$600 a year for the care of children up to 12 (or older if physically or mentally incapable), while they go out to work. This expense can be deducted whether the child is cared for in your home or outside. You can even deduct the child-care expense if you pay the money to a relative, as your mother, but not if you also claim the relative as a dependent. So if you are eligible but haven't taken full advantage of this deduction, try to get in as much as you can. However, a wife must file a joint return with her husband to get this deduction, and there is no tax saving if the couple earn \$5,100 or more a year, unless the husband is incapable of self-support.

NMU Adopts SIU-Type Welfare Plan

After five years of paying hundreds of thousands of dollars in premiums to an insurance company, the National Maritime Union this month set up a self-insured welfare plan on the same pattern as the SIU. Self-insurance for the SIU has meant a saving of \$110,000 a year to the membership

which would otherwise have gone to an insurance company. Accordingly, the SIU plan has made possible payment of greater benefits to Seafarers.

Before it changed its welfare plan, the NMU took the step of seeking a ruling on the legality of self-insurance from the New York State Insurance Department and the courts.

SIU Savings

The SIU insisted on a self-insured plan originally because of the financial savings involved, as

well as the ability to assure personal service to the membership in a speedy and flexible fashion.

One-Third Of Unions

A clear example of the superiority of a self-insured plan was the manner in which hospital benefits were handled by the two unions. From the very beginning, the SIU Plan paid benefits to hospitalized Seafarers for as long as they were hospitalized. The NMU's insurance company set-up paid for a limited number of weeks only, working a hardship on chronic and long-term patients.

A self-insured plan has other advantages including complete control by the trustees over administrative expenses and the freedom to invest the plan's reserves in income-producing bonds or stocks. As a result of self-administration the Seafarers Welfare Plan was cited by a New York State Insurance Department inquiry in September, 1954, for having administrative expenses well below average. The investment of the Plan's reserves has brought over \$100,000 into the Plan which would also have been lost under an insurance company set-up.

These obvious advantages have attracted fully one-third of the

union-employer welfare programs in New York State. The state has a long-standing law that unions operating their own welfare programs had the right to self-insure. While the law says nothing with respect to the similar jointly-administered union-employer funds, it has been the practice of the State Insurance Department and the courts to permit such funds to self-insure for many years. Neither the department or the courts have ever hinted in any way that this was not legal.

In spite of this prevailing situation, the NMU fund went to the superintendent of the New York State Insurance Department asking for a ruling on the legality of self-insurance. He declined to issue such a ruling. The NMU wasn't satisfied and petitioned the State Supreme Court on the subject. Supreme Court Justice Eder dismissed the petition pointing out there was nothing on the books in the form of law or administrative order that stood in the way of any union-employer group that wanted to self-insure.

According to the NMU, the self-insurance system it has entered into will save its fund \$120,000 a year, \$80,000 of that in taxes alone.

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 the membership is on record to patronize only

MTD, Merger And The SIU

A report by SIUNA vice-presidents Paul Hall and Morris Weisberger

Events in the trade union movement over the past several weeks no doubt will be recorded as among the most important in America's organized labor history. Developments have taken place which could well have long-lasting effect on the lives of trade union workers, and on seafaring men as members of the labor community. Foremost, of course, was the merger of the two large organized parent labor bodies of this nation—the American Federation of Labor and the Congress of Industrial Organizations—into a new grouping known as the AFL-CIO.

Perhaps of lesser importance but of vital influence on this achievement were the separate preliminary conventions of the AFL and the CIO, and from the standpoint of the maritime worker, the Maritime Trades Department convention.

Each of these labor bodies—the AFL-CIO, the AFL, the CIO, and the MTD—took decisive actions and positions at their respective conventions which must certainly be understood by the Seafarer and the other organized union people of our land, for it was the improvement of their status which motivated the decisions.

Through your delegates, your union — the SIU — participated in each of these conventions, and in varying degrees participated in the development of policy — particularly where the welfare of seamen was concerned — and in the endorsement of policies and objectives calculated to have bearing on the future life of the trade union movement.

As in all matters affecting the welfare of the membership, the policy of the Seafarers International Union is to report directly to the membership the facts, the background, and the meaning of a particular development. Verbatim reports of the various conventions are now in process of printing and distribution, and as soon as the Union receives them, they will be made available to the membership.

This report, therefore, will highlight the various decisions and actions of importance to Seafarers and will deal at greater length with those directly affecting the maritime industry. In the interests of clarity and simplicity, the report will treat the conventions in the order of their occurrence.

I. Maritime Trades Department

In accordance with the provisions of its constitution, the Maritime Trades Department held its convention just prior to the American Federation of Labor convention—on November 29, 30 in New York.

The MTD convention opened on a keynote of expansion of the department through a program of organizing the unorganized in the maritime industry and through the affiliation of unions having memberships employed in the various segments of the industry.

On the latter objective, the program got off to a good start when the department was able to announce during the convention period that affiliations had been effected by the American Federation of Grain Millers, composed of grain sealers and handlers on the Great Lakes and other ports; locals of the International Brotherhood of Teamsters engaged in transport on the nation's waterfronts; International Brotherhood of Firemen and Oilers, representing men in shoreside waterfront installations and harbor craft, and sections of the American Federation of State, County and Municipal Employees representing workers in community-owned dockside installations. Delegates agreed that other unions which could meet the constitutional requirements of the department should be invited to affiliate and at the port level, councils of the MTD should be expanded to any ports not now covered.

Of major interest to Seafarers is the vigorous and firm position taken by the MTD convention on the critical issues involving the welfare and economic security of the maritime workers. These positions and the respective methods for implementing them were set forth in a series of resolutions dealing with the more pressing issues and in a declaration of policy

with respect to a number of other equally important issues. In all, the convention adopted 14 resolutions and a declaration covering some 12 points of policy, including a campaign for legislation to assure the life of the hiring hall, a demand for a governmental reappraisal of the present method of ship subsidies with a view to strengthening the entire merchant marine as opposed to a system of benefits for a few. Reaffirmation of the traditional position in behalf of continued availability of United States Public Health Service hospital facilities for seamen was declared, and a renewed fight to preserve the "50-50" law was vowed. The delegates assailed the creeping attempts at further anti-labor legislation and pledged to fight these restrictive laws every inch of the way.

In behalf of sound trade union practices and in the interests of expanding bona-fide labor representation, the convention went on record to support the continuing campaign of the International Brotherhood of Longshoremen on the New York waterfront.

Absolute maximum support was similarly pledged to the International Transportworkers Federation in its drive on "run-away" flag ships seeking evasion of trade union conditions and wages. The convention called for a halt to the Coast Guard's efforts to extend its jurisdiction of power over merchant seamen, and demanded restrictions on foreign-flag shipping in the United States and Canadian intercoastal and inland waters, as well as controls over the flood of foreign tuna imports to the detriment of United States fishing and canneries workers.

The declaration of policy covered the following items: gov't training, International Labor Office, Military Sea Transportation Service, protection of seamen's rights, foreign-flag transfers, unemployment insurance and seamen's charities.

Underlying these decisions and actions of the Maritime Trades Department was the constant awareness that the enemies of a healthy, organized trade union movement, in maritime as elsewhere are determined to whittle away through legislative and every other means the gains that the

seafaring man has made in the way of economic security over the past years, and at the same time to block the determined efforts of the seafaring man's union for more equitable and commensurate compensation for his work contribution to the industry and the nation's economy.

As the MTD convention indicated, the member maritime unions, individually and collectively, will continue to battle offensively and defensively to protect the best interests of the people they represent.

The general feeling among all delegates as the MTD wound up its convention was one of optimism and satisfaction that the Department could serve the interests of the maritime worker to an even greater degree than in the past. Under the proposed constitution of the merged AFL-CIO, the Maritime Trades Department would be a Department within the framework of the new organization with headquarters in the AFL-CIO Headquarters in Washington, and as such could serve as a strong organization, capable of assistance and accomplishment in behalf of the member unions and their memberships.

Based on its program and objectives and on the increased size resulting from the new affiliations, the Maritime Trades Department could look to the future with justifiable confidence of its success in behalf of the maritime workers under its banner.

II. AFL Convention

The American Federation of Labor convention went into session on December 1 and wound up its business the following day. Simultaneously, the Congress of Industrial Organizations held its final convention. The major purpose of both these conventions was to deal with the proposed constitution of the merged labor organization and thus to vote on merger itself. The proposed constitution had been hammered out in a series of meetings between AFL and CIO representatives and its essential provisions were generally well known to the delegations. After a few minor changes, the constitution was adopted and the merger was ratified accordingly. The same procedure was followed at the simultaneous CIO convention. Thus, the way was paved for the first convention beginning on December 5 of the merged parent labor body, henceforth to be known as the AFL-CIO.

Before adjourning, the AFL convention dealt with a great many resolutions dealing with such important labor matters as social security, income taxes, anti-labor legislation, civil service, civil rights, immigration, organizing and other of a similarly vital concern to the trade union movement.

The Maritime Trades Department presented a number of resolutions to the AFL convention, asking for endorsement of the department's position on a shipbuilding program, 50-50 cargo law, revival of coastal and intercoastal shipping, organizing, control of tuna imports, preservation of union hiring halls, foreign-flag traffic on the St. Lawrence Seaway, opposition to Coast Guard extension of power over merchant seamen, the preservation of free collective bargaining and opposition to proposed and existing restrictive labor legislation, support for the International Transportworkers Federation, adequate appropriations by Congress for maintenance of the United States Public Health Service hospital facilities for seamen, and the proposal for Congressional study of the present government ship subsidy procedures and opposition to monopolistic expansion by companies receiving government grant.

The Metal Trades Department of the AFL submitted several resolutions similar to those of the Maritime Trades Department, and Chairman Woll of the Resolutions Committee advised both departments that these resolutions, as virtually

all resolutions before the AFL, would be submitted to the Joint AFL-CIO Resolutions Committee of the merged AFL-CIO when it convened in the following week.

President Meany informed the convention that all policy matters that would have come up before the AFL convention would be taken up at the sessions of the merged federation. Before adjourning the last convention of the AFL, President Meany, who will head the new organization, stated that he was convinced that the decision of the convention to merge the two parent labor bodies was a step that would bring "great benefit to the all millions who work for wages in this country, and it will bring a great deal of credit and betterment to the nation as a whole."

With this sentiment, your delegates were in whole accord. Because it was with the object of improving the status of the trade union worker that they, with the other delegations, had voted in favor of the merger.

III. AFL-CIO Convention

If the first convention of the newly merged AFL-CIO had done nothing else but meet within one building as it did, that historic session would have been a sufficient accomplishment. But the first AFL-CIO convention did more than that. It tackled a host of problems that concern every working man and woman in the country and it emerged with a joint policy on the major issues, which is a formidable start.

The SEAFARERS LOG has carried accounts of the AFL-CIO convention highlights. Detailed reports and official accounts of the convention proceedings and actions are in preparation for distribution by the AFL-CIO headquarters in Washington and as soon as they are received, they will be made available to the membership.

The key decisions of the AFL-CIO convention were made with respect to (1) the Taft-Hartley Act and the National Labor Relations Board; (2) State Anti-Union Laws; (3) Collective Bargaining; (4) Ethical Practices; (5) Foreign Policy; (6) Civil Rights and (7) Political Action.

All of the decisions on these issues stemmed from a determination to build a stronger trade union movement, strengthen the democratic process in this country and abroad and, consequently, to improve the economic and social position of the working men and women of the nation.

The AFL-CIO convention, as a development in the labor history of this country, could well start a change in the course of the trade union movement. The effects of this epochal event no doubt will be seen in the days ahead.

↓ ↓ ↓

This then was the picture of the first AFL-CIO convention as it affected the overall, general well-being of all workers. But the convention was marked by a great deal of other activity dealing with problems and issues peculiar to individual sections of the labor movement. There were many executive meetings of the international, and national unions, departments and the executive council of the merged body itself.

In our own area of maritime, the Joint Resolutions Committee of the AFL-CIO requested that the Maritime Trades Department submit a statement of policy outlining positions on fundamental issues. Your MTD delegates were informed that the MTD's counterpart in the CIO, the CIO Maritime Committee was asked to do likewise. The purpose, apparently, was to enable the AFL-CIO to attempt to develop, agree upon, and adopt one program for maritime, a program that would thereupon be representative of the AFL-CIO position on the basic maritime issues.

The executive board of the MTD thereupon issued a statement of policy, into which it incorporated both the resolutions

MTD, Merger And The SIU

A report by SIUNA vice-presidents Paul Hall and Morris Weisberger

and the declaration of policy on fundamental maritime issues that had been adopted by the MTD convention several days earlier.

The following is the text of the statement of policy the Maritime Trades Department submitted to the Joint AFL-CIO Resolutions Committee:

MTD Proposals

At a time when the entire economy of the United States is expanding and the commitments of our nation abroad, both economic and military are increasing, the United States merchant marine stands as a paradox: its ships are overage and unsuited for today's international competition; it is totally incapable of supplying a war of even the Korea size; it is constantly shrinking in size as more and more of its numbers are transferred to nations offering sub-standard wages and low taxes; it is under attack at home by various partisan interests and it is without a policy for correcting this downward slide.

The American Federation of Labor maritime unions are aware of this situation and, despite these many handicaps of the industry, have consistently negotiated contracts which provide for our members excellent working conditions, wages and fringe benefits.

Nonetheless, the American Federation of Labor maritime unions see a host of problems that affect every AFL seagoing or waterfront worker. These conditions present clear dangers to all and could conceivably lead to a weakening of the rights and benefits now enjoyed by our members. Principal among these are:

- SUBSIDIES**—The supposed concept and intent of government subsidies to United States flag-shiping is, according to the spirit of the 1936 Merchant Marine Act, to encourage a stronger U. S. Maritime Industry. In practice, however, the manner in which subsidies have been granted has tended to decrease the strength of the industry as a whole. Because subsidies are granted only to a relatively small percentage of U. S. companies, a situation has developed which finds the majority of private companies operating without subsidy in direct competition with the few who are sustained with the help of the taxpayers' money. Less concerned with developing initiative and efficiency, the subsidized companies can, therefore, survive bad management which competing non-subsidized operators cannot. This situation is not conducive to a healthy and expanding industry and consequently, affects the well-being of the many thousands who depend upon the industry for livelihoods. We, therefore, urge no further privileges in the form of subsidies or other type of advantage be given by the Federal Government to subsidized shipping, which would further react to the competitive disadvantage of the non-subsidized operators' interest until the whole problem has been reappraised by the Congress of the United States.
- ST. LAWRENCE SEAWAY** — The threat to the American and Canadian seamen is also being felt on the Great Lakes. We deem it imperative that before the St. Lawrence Seaway opens that legislation be undertaken to ban Canadian coastal and U. S.-Canada lake ports trade to foreign flag ves-

sels. This is customary in almost all maritime nations. It is also imperative that the pilots taking over on ships entering or leaving the St. Lawrence Seaway be either nationals of Canada or the United States, a practice adhered to in virtually every world port. Further, we urge a change in the status of British ships so they will be classed as British vessels instead of Canadian vessels as they are at present.

- ANTI-LABOR LEGISLATION** — The host of anti-labor legislation on the city, state and national level, such as the "right to work" legislation, the recent Congressional proposal which would have in effect frozen the wages of seamen and required compulsory arbitration, are all restrictive moves aimed at weakening and destroying the labor movement in the Maritime Industry. Therefore, we urge a vigorous campaign on the national and local levels to protect the rights of union members in all industries against a regulated and regimented labor movement in America.
- "50-50" LAW**—The maintenance of the cargo preference or "50-50" Law is a basic necessity to U. S. shipping, even though the maritime industry felt that it would be fair and proper to insist upon 100 percent. Without the law requiring that half of the federal aid cargoes be carried on U. S. flag ships, hundreds of ships would have to be idled and thousands of seamen laid off. An alliance of foreign ship-owners along with the U. S. State and Agriculture Departments has conducted a continuing campaign to cripple the law. We therefore urge that the "50-50" Law be made permanent and irrevocable, and diligently enforced.
- MARINE HOSPITALS** —The Marine Hospital Program for seamen is of vital importance to an industry that ranks third in accidents and whose personnel are constantly exposed to pestilence and disease peculiar to the ports throughout the world at which they must call. We urge that sufficient annual appropriations be forthcoming to maintain the marine hospitals and that an end be put to the constant threat of decreasing medical facilities for seamen.
- HIRING HALL** —The practice in the AFL Maritime Hiring Halls as in other industries where men must change jobs frequently is the best method to insure fair and equitable distribution of work and at the same time guard against abuses, such as the shape-up. The maritime unions of the AFL have been built around the hiring hall and have fought countless struggles to maintain it; therefore, we urge that federal legislation be undertaken at once to guarantee that the hiring hall be recognized as the proper medium for employment in all industries in which its use has been in accepted practice.
- COASTAL AND INTERCOASTAL TRADES** — Coastal and intercoastal shipping have declined substantially over the past years and seamen have suffered a consequent loss in employment opportunities. We urge all-out effort to promote a revival of these vital trades, and that the Maritime Administration encourage new methods of operation, such as "roll-on, roll-off" operations, to give impetus to this revival. Further, that the Merchant Marine Act of 1936 be amended to provide construction subsidies as an inducement to new companies to enter these services. We believe, too, that inducements could be offered in

the form of relief on Panama Canal tolls for U. S. shipping.

- FOREIGN-FLAG TRANSFERS** — Within the past year, over 100 U. S.-flag ships have been transferred to foreign registry by their American owners to avoid U. S. wages and taxes. The Government allowed these transfers and is still allowing American-built and paid for ships to go under flags where they immediately drive U. S.-flag ships from the seas. In addition, U. S. owners are also chartering foreign flag ships for use in trades to the United States and Canada thereby causing American seamen to lose jobs. We urge that the government immediately stop approval of any further transfers and that legislation be undertaken to halt the practice of American interests using foreign-flag ships in competition against U. S.-flag vessels.
- GOVERNMENT TRAINING PROGRAM** —As a civilian industry we are unequivocally opposed to the government training of personnel to turn loose on a saturated industry already suffering from heavy unemployment. The maritime industry has ample provision within the industry for upgrading men from the lowest rating to master without the necessity for maintaining a million dollar a year government apparatus. At the moment, there are licensed officers who have been awaiting berths for over two years, yet the Federal subsidized schools continue to turn out men by the hundreds. Therefore, we urge the immediate closing of government academies.
- INTERNATIONAL LABOR OFFICE** —As participants over the years in the conventions of the International Labor Organization, we recognize the constructive work which this body can and does perform in the interests of workers throughout the world, even though American standards are seldom affected. We urge endorsement of the ILO maritime conventions that are approved by the labor designated representatives of the United States to the International Labor Organization's conference.
- MILITARY SEA TRANSPORT SERVICE**—Direct and indirect government competition with private enterprise is a generally frowned upon practice. The operation of vessels by the MSTs in competition with privately-owned vessels is harmful to the maritime industry in general and to the interests of organized seafaring men, as well as those manning the government ships. We, therefore, urge elimination of the government from competition with private shipping.
- PROTECTION OF SEAMEN'S LEGAL RIGHTS**—On the Federal statute books are numerous maritime laws that work to protect American seamen and have functioned well over the years to provide basic protection of seamen's rights. Attempts have been made to propose "streamlining" of these laws by government bureaus, insurance companies and shipowners, which would undoubtedly result in the reduction of a sizable number of the rights seamen now enjoy by law. Therefore, we urge that all steps be taken to protect from tampering all United States laws enacted to protect the rights of seamen.
- SHIP'S RADIO**—There have been moves recently within the industry to replace the ship's radio with the radio telephone. Aboard a ship at sea, the radio is its only contact with the outside world and it is vital that the method of communication be the best and without failure to protect the lives of the crewmen aboard. We urge that all steps be taken to safeguard the essential and vital radio operator aboard ship under the U. S. flag.
- UNEMPLOYMENT INSURANCE** —The unemployment insurance benefit programs in practice in the states of California and New York as they relate to seamen are examples of state action that should be adopted elsewhere. We urge action by the state labor bodies toward raising their state benefit level and toward improving

the administration of their programs to obtain fair treatment for all seamen.

- SEAMEN'S CHARITY AND PRIVATE WELFARE GROUPS**—American seamen enjoy the highest maritime wages in the world and through their unions have first-class protection against the enemies of seamen both home and abroad. It has been the practice of some charity groups and private welfare agencies to picture to the rest of the labor movement seamen as badly in need of care and aid, both here and in foreign ports, thus soliciting funds from the labor movement as a whole. Inasmuch as the American seaman has full and adequate protection through his contract benefits and his union, he is not in need of outside charity; therefore, we urge that the entire labor movement cooperate toward eliminating these so-called seamen's charities which have come to exist solely as bureaucracies for their officers and employees, which was the recent position taken by Seafarers Section, including the American delegates, of the International Transportworkers Federation, affiliated with the ICFIU.
- COAST GUARD** — Attempts to further restrict and control the American seamen through Federal legislation have been put forth by the United States Coast Guard, which during World War II secured and retained the power to certify and issue documents to seamen, hold trials, suspend a man's right to work and carry out a security screening program. The current attempt at restricting seamen's rights is a so-called profiling system to blackball from the industry on phony physical and psychological grounds men it wishes to remove from ships. No civilian industry is under the military control that must be endured by the seamen. Therefore, issuance of seamen's documents, licenses, the U. S. Shipping Commissioner, the Marine Inspection Service, and the administration of U.S. Government in Maritime should be returned to the Department of Commerce, from which it was taken.

CONCLUSION — The experience of the AFL seamen's unions indicates that the fight to prevent restriction of their inherent rights as trade unionists must be a constant one. We recognize that this is a fight that must be waged in concert with all unions that share our concern, and to this end we solicit the aid of our brother trade unionists of the AFL in combatting attempts at restrictive government controls and in the elimination of those already in existence.

(Footnote: The AFL Maritime Trades Department realizes that the AFL Metal Trades Department is the labor body more properly concerned with a report on the shipbuilding and repair section of the maritime industry. We know that the AFL Metal Trades Department will submit a complete and comprehensive report on this matter; therefore, we have not made any reference to policy concerning this section of the industry.)

(Ed. note: A report on the United States shipbuilding industry was presented to the convention by the Metal Trades Department and was adopted unanimously and made a part of the record of proceedings.)

The following is the text of the CIO Maritime Committee statement of policy which was also submitted to the Joint AFL-CIO Resolutions Committee, and a copy of which was given to the MTD by Matthew Woll, co-chairman of the committee:

Proposals By CIO Maritime Unions

The American Merchant Marine and shipbuilding industries are vitally essential to the defense and commerce of our nation, but have been and are utilized without long-range planning.

Our merchant marine has again shrunk to the inadequate size it had been in the immediate pre-Korean

War period. At the present time our ships are carrying only 26 percent of our export-import trade, which is a far cry from the 50 percent goal established by Congress. Moreover, each month we find ourselves driven further back by foreign flag ships, especially those flying the runaway flags of Liberia, Panama and Honduras.

The shipbuilding and repair industry is greatly depressed with high unemployment, while American shipowners and the United States government continue to place orders with foreign shipyards which are rapidly expanding and already have more orders than they can fill in years.

As of August 1, 1955, our private shipyards were building only 14 merchant ships, or 1.7 percent of the total tonnage under construction or on order in the world. Our nation is a poor Number 10 nation in ship construction.

Anti-labor and misinformed persons are attempting to blame the ills of maritime industry on the level of wages and working conditions of U. S. seamen and shipyard workers.

The refusal of our government to apply a realistic maritime policy threatens our competitive trading position in the world markets and may prove the means of our destruction and the fall of the free world should the communist aggressors decide to turn the cold war into an all-out hot war.

Now, Therefore, Be It Resolved:

This convention continues to urge Congress and the Administration to accept and apply a realistic, long-range maritime policy which would provide our nation with an adequate American flag merchant marine and a healthy shipbuilding and repair industry.

This is our program to achieve this goal:

1. Press for a long-range ship replacement program by private US shipping companies designed to prevent block obsolescence of our merchant fleet and to retain skilled workers in our private shipyards. The restoration of the revolving fund of the US Maritime Administration is most important to achieve this goal.
2. Strive for legislation which will legalize bona fide maritime rotary shipping hiring halls.
3. Because of the depression in our private shipbuilding industry, seek to bring to US private shipyards the shipbuilding being done in foreign yards for American shipowners and the US government in its offshore procurement program. Seek to delete US laws which restrict our yards from building ships for foreign accounts while there are no restrictions on foreign yards building ships for American accounts.
4. Continue to support a proper subsidy program to enable the American Merchant Marine to compete effectively with low-wage foreign competitors.
5. Strive for a realistic maritime training program geared to the needs of the industry.
6. Press for proper administration of present law and for new legislation to prevent the transferring of American flag ships to foreign flags, and to bring under the American flag those foreign flag ships owned by Americans.
7. Stop the attempt to eliminate medical and hospital care for seamen in the Public Health Service hospitals, and improve feeding, dental and eye care, preventive medicine, and rehabilitation.
8. Continue to resist attacks on the level of American seamen's and shipyard workers' wages and working conditions.
9. Strive for the proper administration of the permanent 50-50 Cargo Prefer-

ence Act, Public Law 664, so that our ships carry at least 50 percent of our foreign military and economic aid cargoes, cargoes financed by a U.S. government agency, and cargoes financed by foreign currencies which are guaranteed for convertibility by the U. S. Government.

10. Continue to push for a program to curtail the Military Sea Transportation Service's competition with our privately owned and operated American Merchant Marine.
11. Achieve codification of shipping laws and modernization of the archaic maritime laws.
12. Press for adoption of ILO Maritime Conventions.
13. Continue the fight to stop Congressional Appropriations Committees from using the unit limitation method of freezing operating differential subsidies. This practice establishes a monopoly on operating subsidies and will destroy the merchant marine under normal conditions.
14. Continue to block proposed governmental policies aimed at destroying the American Merchant Marine.
15. Obtain legislation establishing uniform standards for seamen's unemployment compensation.
16. Seek to have Congress improve and coordinate the government's methods of studying and legislating on maritime problems, seeking a continuity of maritime policy.
17. Seek rehabilitation of our coastal and intercoastal shipping.
18. Obtain government, labor and management cooperation to increase the carriage of a greater portion of our export-import commerce in U.S. flag ships.
19. Press the Administration for a program specifically designed to get at least 50 percent of ore imports in US flag ships.
20. Seek amendments to the 1936 Merchant Marine Act which will prevent the sale of a US flag service, which has been assisted by subsidy, being sold or converted to foreign flag operations.
21. Obtain administrative action to assist subsidized US flag companies in the operation of ships to carry shipload cargoes such as bulk.
22. Seek amendment to law preventing discharge of US seamen in foreign ports who are then replaced with foreign seamen.
23. Work to establish an up-to-date recreation program for seamen aboard ship.
24. Amend law to prevent logging of seamen for days worked.
25. Work to amend mutiny statutes to prevent their use in labor disputes.
26. Seek to make permanent the federal law on absentee voting for seamen.
27. Press for the establishment of an adequate public relations program run by the Maritime Administration to sponsor the American Merchant Marine.
28. Strive to maintain adequate safety of life at sea by blocking those shipowners who are trying to replace radio officers and radiotelegraphy with radiotelephony.

Following discussion and study of the two positions, the Joint AFL-CIO Resolutions committee advised the MTD that the MTD statement of policy with some language changes was acceptable to the CIO maritime group, with the exception of the position taken on subsidies.

Thereupon, as a substitute to the Maritime Trades Department unions' proposal on subsidies, the CIO Maritime Unions offered the following counter proposal:

Counterproposal By CIO M'time Unions

The concept and intent of the Merchant Marine Act of 1936 is to achieve and maintain a US flag merchant marine adequate to develop our foreign commerce and to serve as our fourth arm of defense. The basic mechanisms

in the Act are the construction and operating differential subsidy provisions based on the parity concept.

The intent of the 1936 Act has been violated by adverse Congressional action of providing insufficient appropriations and the mal-administration of the law by the Maritime Administration and Board. Consequently, today our ships are carrying only 25 percent of our foreign trade instead of the desired goal of at least 50 percent.

We urge Congress and the Administration to carry out the full intent of the 1936 Act by providing construction and operating subsidies to more companies and more ships.

The CIO Unions' position in presenting this counter-proposal was that the MTD proposal would vitiate the 1936 Merchant Marine Act, and while we took exception to this theory we felt that in the interest of evolving a joint, vigorous program we were willing to accept their counterproposal, as far as it went. We accepted the CIO counterproposal and we asked that an addition condemning bad management of subsidized companies be included. Our proposed addition was as follows:

Proposed Addition By MTD Unions

Operating subsidies are being received by only a relatively small percentage of US companies. Thus the great majority of private companies operate without subsidy competition, within the same industry with shipowners who are sustained with the aid of taxpayers' money.

This situation has caused, or at least encouraged, a trend toward monopoly of governmental subsidized routes by a very few companies. Further, because of government grants, subsidized companies can stay in business despite bad practices, which would be fatal to non-subsidized operators. The efficient non-subsidized companies find it extremely difficult to compete in such an atmosphere.

As the record indicates, subsidized companies are not content with the competitive advantages they enjoy but they consistently and vigorously oppose the granting of subsidy even in trade routes in which they are not engaged.

We believe that for these reasons the intent of the 1936 Act has been violated.

We therefore urge that no privileges or other government favor, over and above what they are now receiving, be given by the Federal government to presently subsidized operators which would give them additional unfair competitive advantages, until the whole problem has been reappraised by the United States.

The CIO Unions indicated that they could not accept any changes of language nor addenda to their counterproposal.

Upon this refusal by the CIO maritime unions to criticize subsidized management and with the MTD's insistence upon such criticism, the joint, AFL-CIO Resolutions Committee obviously saw a deep-seated difference on a basic maritime issue and recommended referral of the issue to the joint AFL-CIO Executive Council.

The AFL-CIO Resolutions Committee thereupon reported the joint, agreed upon statement of policy of the MTD and CIO maritime unions to the joint AFL-CIO Convention for action thereon. The text of the joint statement presented to the convention by the Resolution Committee is as follows:

Position Adopted By AFL-CIO

At a time when the entire economy of the United States is expanding and the commitments of our nation abroad, both economic and military are increasing, the United States merchant marine stands as a paradox; its ships are overage and unsuited for today's international competition; it is totally incapable of supplying a war of even the Korea size; it is constantly shrinking in size as more and more of its numbers are transferred to nations offering substandard wages and low taxes; it is under attack at home by various partisan interests and it is

without a policy for correcting this downward slide.

Maritime unions are aware of this situation and, despite these many handicaps of the industry, have managed to build strong, vigorous, democratic unions and have consistently negotiated contracts which provide for our members excellent working conditions, wages and fringe benefits.

Nonetheless, maritime unions see a host of problems that affect every sea-going or waterfront worker. These conditions present clear dangers to all and could conceivably lead to a weakening of the rights and benefits now enjoyed by our members.

Now, therefore, be it resolved:

ST. LAWRENCE SEAWAY: The threat to the American and Canadian seamen is also being felt on the Great Lakes. We deem it imperative that before the St. Lawrence Seaway opens legislation be undertaken to ban Canadian coastal and U.S.-Canada lake ports trade to foreign flag vessels. This is customary in almost all maritime nations. It is also imperative that the pilots taking over on ships entering or leaving the St. Lawrence Seaway be either nationals of Canada or the United States, a practice adhered to in virtually every world port. Further, we urge a change in the status of British ships so they will be classed as British vessels instead of Canadian vessels as they are at present.

ANTI-UNION LEGISLATION: The host of anti-labor legislation on the city, state and national level, such as the "right to work" legislation and the recent Congressional proposal which would have in effect frozen the wages of seamen and required compulsory arbitration, are all restrictive moves aimed at weakening and destroying the labor movement in the Maritime Industry. Therefore, we urge a vigorous campaign on the national and local levels to protect the rights of union members in all industries against a regulated and regimented labor movement in America.

"50-50" LAW: The maintenance of the cargo preference or "50-50" Law is a basic necessity to U. S. shipping, even though the maritime industry felt that it would be fair and proper to insist upon 100 per cent. Without the law requiring that half of the U.S. Government-generated cargoes be carried on U.S. flag ships, hundreds of ships would have to be idled and thousands of seamen laid off. An alliance of foreign shipowners along with the U.S. State and Agriculture Departments, has conducted a continuing campaign to cripple the law. We therefore urge that the "50-50" Law be made permanent and irrevocable, and diligently enforced.

MARINE HOSPITALS: The Marine Hospital Program for seamen is of vital importance to an industry that ranks third in accidents and whose personnel are constantly exposed to pestilence and disease peculiar to the ports throughout the world at which they must call. We urge that sufficient annual appropriations be forthcoming to maintain the marine hospitals and that an end be put to the constant threat of decreasing medical facilities for seamen.

HIRING HALL: The practice in use in Maritime Hiring Halls as in other industries where men must change jobs frequently is the best method to insure fair and equitable distribution of work and at the same time guard against abuses, such as the shape-up. The maritime unions have been built around the hiring hall and have fought countless struggles to maintain it; therefore, we urge that federal legislation be undertaken at once to guarantee that the hiring hall be recognized as the proper medium for employment in all industries in which its use has been in accepted practice.

COASTAL AND INTERCOASTAL TRADES: Coastal and intercoastal shipping have declined substantially over the

MTD, Merger And The SIU

A report by SIUNA vice-presidents Paul Hall and Morris Weisberger

past years and seamen have suffered a consequent loss in employment opportunities. We urge all-out effort to promote a revival of these vital trades, and that the Maritime Administration encourage new methods of operation, such as "roll-on, roll-off" operations, to give impetus to this revival. We urge further that the Merchant Marine Act of 1936 be amended to provide construction subsidies as an inducement to new companies to enter these services. We believe, too, that inducements could be offered in the form of relief on Panama Canal tolls for U.S. shipping.

FOREIGN-FLAG TRANSFERS: Within the past year, over 100 U.S.-flag ships have been transferred to foreign registry by their American owners in order to avoid U.S. wages and taxes. The Government allowed these transfers and is still allowing American-built and paid-for ships to go under flags where they immediately drive U.S.-flag ships from the seas. In addition, U.S. owners are also chartering foreign-flag ships for use in trade to the United States and Canada thereby causing American seamen to lose jobs. We urge that the government immediately stop approval of any further transfers and that legislation be undertaken to halt the practice of American interests using foreign-flag ships in competition against U.S.-flag vessels.

GOVERNMENT TRAINING PROGRAM: As a civilian industry we are unequivocally opposed to the government training of personnel to turn loose on a saturated industry already suffering from heavy unemployment. The maritime industry has ample provision within the industry for upgrading men from the lowest rating to master without the necessity for maintaining a million dollar a year government apparatus. At the moment, there are licensed officers who have been awaiting berths for over two years, yet the Federal subsidized schools continue to turn out men by the hundreds. Therefore, we urge the immediate closing of government schools.

INTERNATIONAL LABOR ORGANIZATION: As participants over the years in the conventions of the International Labor Organization, we recognize the constructive work which this body can and does perform in the interests of workers throughout the world, even though American standards are seldom affected. We urge endorsement of the ILO maritime conventions that have been approved by the labor designated representatives of the United States to conferences of the International Labor Organization.

MILITARY SEA TRANSPORT SERVICE: Direct and indirect government competition with private enterprise is a generally frowned-upon practice. The operation of vessels by the Military Sea Transport Service in competition with privately-owned vessels is harmful to the interests of organized seafaring men, as well as those manning the government ships. We, therefore, urge elimination of the government from competition with private shipping.

PROTECTION OF SEAMEN'S LEGAL RIGHTS: On the Federal Statute Books are numerous maritime laws that work to protect American seamen and have functioned well over the years to provide basic protection of seaman's rights. Attempts have been made to propose "streamlining" of these laws by government bureaus, insurance companies and shipowners, which would undoubtedly result in the re-

duction of a sizable number of the rights seamen now enjoy by law. Therefore, we urge that all steps be taken to vigorously enforce all United States laws enacted to protect the rights of seamen.

SHIP'S RADIO: There have been moves recently within the industry to replace ship's radio telegraphy with the radio telephone. Aboard a ship at sea, radio telegraphy is its only contact with the outside world and it is vital that the method of communication be the best and without failure to protect the lives of the crewmen aboard. We urge that all steps be taken to safeguard the essential and vital radio operator aboard ship under the U.S. flag.

UNEMPLOYMENT INSURANCE: The unemployment insurance benefit programs in practice in the states of California and New York as related to seamen are examples of state action that should be adopted elsewhere. We urge action by the state labor bodies toward raising their state benefit level and toward improving the administration of their programs to obtain fair treatment for all seamen.

SEAMEN'S CHARITY AND PRIVATE WELFARE GROUPS: American seamen enjoy the highest maritime wages in the world and through their unions have first-class protection against the enemies of seamen both home and abroad. It has been the practice of some charity groups and private welfare agencies to picture seamen to the rest of the labor movement as badly in need of care and aid, both here and in foreign ports, thus soliciting funds from the labor movement as a whole. Inasmuch as the American seaman has full and adequate protection through his contract benefits and his union, he is not in need of outside charity; therefore, we urge that the entire labor movement cooperate toward eliminating these so-called seaman's charities which have come to exist solely as bureaucracies for their officers and employees. This was also the recent position taken by Seafarers Section, including the American delegates, of the International Transport Workers Federation, affiliated with the ICFTU.

COAST GUARD: Attempts to further restrict and control the American seamen through Federal legislation have been put forth by the United States Coast Guard, which during World War II secured and retained the power to certify and issue documents to seamen, hold trials, suspend a man's right to work and carry out a security screening program. The current attempt at restricting seamen's rights is a so-called profiling system to blackball from the industry on phony physical and psychological grounds men it wishes to remove from ships. No civilian industry is under the military control that must be endured by the seamen. Therefore, issuance of seamen's documents, licenses, the U.S. Shipping Commissioner, the Marine Inspection Service, and the administration of U.S. Government in Maritime matters should be returned to the Department of Commerce, from which it was taken.

SUBSIDIES: The entire question of subsidies for the nation's merchant marine is referred to the Executive Council for consideration and action.

The experience of the seamen's unions indicates that the fight to prevent restriction of their inherent rights as trade unionists must be a constant one. This is a fight that must be waged in concert with all unions and to this end we ask all af-

filates of the AFL-CIO to join in combatting attempts at restrictive government controls and in the elimination of those already in existence.

Committee Secretary Curran: I move adoption of the resolution.

... The motion was seconded and carried.

The AFL-CIO Convention voted unanimously to adopt the foregoing statement and it becomes official policy of the merged federation on maritime matters.

↓ ↓ ↓

The MTD unions deeply regret that the differences of opinion and position on the vital issue of subsidies was the only bar to a joint position and statement of policy by all maritime unions. However the MTD unions were encouraged by the fact that agreement had been reached on the other important maritime issues.

↓ ↓ ↓

Why was the subsidy issue impossible of resolving at this point? The MTD, as representing the position of its seafaring sections would not abandon the long-standing position of these groups which was that in order for the US Merchant Marine to be healthy and capable of growth, the ships subsidy program, methods of awarding subsidies and similar operational and administrative problems must be completely reappraised with a view to providing a more equitable subsidy program.

The MTD unions want a program that would benefit the entire merchant marine and encourage the initiative which is so essential to the industry's growth. As in their positions, which they have placed into the record of the Congressional Committee on Merchant Marine, seafaring sections of the MTD have maintained that a tightly-controlled and discriminatory subsidy set-up acts as a throttle on the expansion of the industry and consequently on the well-being and work opportunities of maritime workers. In addition, this type of administration of government funds for subsidized ship operators has two other harmful affects:

(1) puts a premium on indolent and inefficient management; (2) tends to encourage and induce monopolistic practices which should not be encouraged, particularly with government funds playing a role. This then is a brief summary of the position of the MTD seafaring unions.

On the other hand, the difficulties besetting the CIO unions on this issue are best understood in light of the fact that the CIO maritime unions are part of the joint Labor-Management committee of which Joseph Curran, NMU President, and John Franklin, President of the US Lines, are co-chairmen. The management side of this committee represents subsidized management.

The Labor Management Committee has in the past taken certain positions on specific subsidy questions and other peculiarly shipowner problems, which the SIU and other MTD unions have refrained from doing because they do not regard such action as being properly within the province of their trade union functions. The Seafarers International Union of NA, for example, and its affiliated seafaring unions have always held that they are primarily concerned with the wages and conditions of seamen and the health of the maritime industry as a whole.

The SIU and its affiliates have consequently refused to participate in any arrangements which would aid or encourage the acceptance of one shipowner group's interests (such as the subsidized operators) over the interests of another group (such as the non-subsidized ship operators).

As a guide to the proper understanding of this problem it should be pointed out further that numerous overtures were made to representatives of the sea-going sections of the SIU of NA to have them serve on this Labor-Management committee. These offers, attractive as they might be viewed by some, was rejected by the SIU representatives because of their fundamental position with respect to the functions and responsibilities of a trade union as pointed out above. Moreover, the SIU of NA saw in this labor-management committee a device whereby subsidized shipowners would use the labor representatives to lend strength to the demands and positions of these operators in their relations with the Maritime Administra-

tion and the other agencies of the government that might be involved.

These are some of the reasons behind the MTD unions' attitude on subsidies as presently administered. It is the view of these unions, too, that a thorough airing of every aspect of the question is essential to the resolution of the problem. This, the MTD unions intend to seek before the Executive Council when it deals with this problem.

No complete picture or understanding of the issue is possible without a complete background, including the whole area of subsidized operations and the involvements of subsidized operators in odious labor relations and cooperation with mob elements inimical to the interests of the trade union movement.

While this is by no means a detailed account of all of the issues surrounding the subsidy question and the differences of the CIO Maritime Committee and AFL MTD unions with respect to this question, the foregoing highlights some of the principle causes the differences in the respective positions, and the resulting impasse—at least up to this point.

↓ ↓ ↓

SIU of NA Internat'l Conference

During the course of the various conventions, the delegates of the various districts of the Seafarers International Union of North American met frequently to discuss matters of joint interest.

At the conclusion of the conventions, the SIU delegation held a conference to review the developments and events of the period and to confer on questions of concern to the SIU's affiliated unions. One of the matters requiring decision was the telegram sent to executive officers of the SIU's seafaring sections by NMU President Joseph Curran, requesting a meeting to discuss seamen's problems, and which had been referred at the time to the then-forthcoming SIU International conference for joint reply.

The conference decided to non-concur with the suggestion for the meeting on the grounds that an appropriate body existed for the handling of seamen's problems. The conference held that the Maritime Trades Department was a recognized department of the AFL-CIO and as such was qualified and authorized to serve as a medium for the resolution of any problems falling within the scope of its jurisdiction. Moreover, the conference pointed out, the department has developed a broad program to deal with the problems of seamen and other maritime workers.

The SIU conference reaffirmed its intention to push for a program beneficial to all seamen through the duly constituted department of the AFL-CIO—the Maritime Trades Department—which all unions are entitled to affiliate with.

The SIU conference also instructed each of the affiliated districts to work on every level in each of the ports where it has facilities to assist in implementing the policies and programs laid down at the MTD convention, and in furthering the best interests of the trade union movement generally.

↓ ↓ ↓

Conclusion

Each of the meetings—that of the MTD, AFL, joint AFL-CIO and the SIU International—were important to the present and future welfare of the seafaring man. Certainly it would appear from the developments and decisions that took place that seamen, along with the other organized workers of this country, can look ahead with confidence. The labor movement that represents him in the areas of his living where individual action is not sufficient is strong and it is determined. And just as important, it is aware of the problems that confront working people in a society whose complexities multiply with each day. These facts, coupled with the change that is being wrought in the character and structure of the movement point to progress for the working men and women, and the country as a whole. On the basis of the record of the past weeks, your delegates say that much has been accomplished.

MEET THE SEAFARERS

GEORGE E. GODWIN, deck eng'r.

If there isn't enough blood available for the patients at the Baltimore Public Health Service hospital it won't be George Godwin's fault. The 61-year-old Seafarer has already donated 16 pints of blood and will come back for a few more gifts as soon as the doctors let him. Godwin's enthusiasm for PHS is understandable because thanks to two major eye operations he is still able to earn his own living and contribute his skills to the merchant marine instead of being a burden on the community.

Godwin has had a varied career before starting with the SIU in 1944. He was in the Navy for five years and then spent a quarter of century as a train jockey for the Pennsylvania Railroad before heading out to sea. A native of Baltimore, he was just 19 when he joined the Navy in time for the first World War and spent five years getting a good set of sea legs on a destroyer.

His introduction to seafaring came when he went to work at Maryland Drydock during World War II. After about a year at the drydock listening to seamen talk about their experiences he decided to head out for deepwater.

Godwin's successful experience with PHS stems from two eye operations, one for cataracts and a second extremely delicate one for glaucoma. Now his vision is as good as anyone's of his age.

Godwin still lives in Baltimore with his wife, Myrtle. They have two sons, one of whom has been a Navy man for 13 years.



Godwin

GERALD K. LIMA, MM

When the owners of the SS Florida took a runout powder on the US flag and sailed merrily away under the dollar emblem to Liberian registry, Seafarer Gerald K. Lima was one of many crewmembers who lost his job. Lima's temporary misfortune was a break for the crew of the Lewis Emery Jr. because now he's aboard the Emery making life more pleasant for all hands.

Ship's reporter Danny Parkman on the victory ship calls Lima "a perfect example of a good Union brother and shipmate." As utilityman in the steward department, Lima proves helpful in more ways than one.

"Whenever a shipmate is sick or injured Jerry is always the first one to lend a helping hand. I have seen him carry coffee, food and cigarettes to brothers in the hospital twice a day when they were in need."

Crewmembers find Lima's services invaluable in another respect. Among his talents is the ability to speak several languages which has been put to good use by his shipmates in dealing with problems arising in foreign ports.

The 43-year-old Seafarer has been around for quite a while. In 1940 he joined the SIU in his home port of Tampa and has been a fixture on SIU ships since then. He spent a number of years sailing as bar waiter on the Florida before she ran out. Home for him now is Havana where his wife and two youngsters keep the home fires burning until he returns from a trip.



Lima

Behind The Scenes Look At SIU



Andrea Gomez (right), SIU of NA vice-president representing Los Angeles harbor cannery workers, sees SIU records system in headquarters vault file. She was an SIU of NA delegate to AFL-CIO convention.

Get Set For Xmas Rush In Baltimore

BALTIMORE—Shipping here should increase sharply during the next two weeks following a relative calm in job activity. Although jobs have been available and even exceeded registration, shipping has fallen far short of expectations for this time of year.

Branch officials have been encouraged by the absence of beefs on the volume of shipping handled lately, however. "These ships' crews have done a fine job in the maintenance of these vessels and everything has been accomplished in fine SIU style," Port Agent Earl Sheppard stated. "Seafarers are to be congratulated on bringing in such clean ships at this time."

Meanwhile, MAW-SIU picketlines at the Old Bay Line have been strengthened considerably. Officials of the SIU-affiliated Marine Allied Workers are now looking forward to favorable results from this picketing in the very near future.

Bolster Picketlines

Seafarers have been bolstering the MAW lines since the start of the beef some weeks ago, which has been putting the company's anti-union attitude into sharp focus and is winning increased public attention.

The SIU has also been helping out pickets from the CIO International Union of Electrical Workers in their beef against the Westinghouse Electric Corp. The SIU offered full picketline assistance following an appeal by an IUE organizer at the last regular branch meeting. (Story on Page 2).

During the past two weeks, the port handled 8 payoffs, 9 sign-ons and 17 ships stopping in transit. Heavier traffic is expected for the current two-week period.

Hq. Baggage Room Moved

Seafarers who wish to check their baggage at SIU headquarters in Brooklyn are advised to note the change in the location of the baggage room, which is now in the building behind headquarters.

Tankers Push NY Ship Boom Along

NEW YORK—The expected crewing of the tanker Lake George late this week will put all SIU-contracted tankships back in operation once again, with the lone exception of one T-2, the Federal (Trafalgar).

Present schedules call for the Lake George (US Petroleum) to come out of the shipyard and take a full SIU crew here for a quick "shakedown" run after 30 months in lay-up. The ship had been idle in Curacao, DWI, since mid-1953 and was towed north recently to prepare for a year's run between Japan and the Persian Gulf.

Crew Flies To Japan

Recent weeks have also marked the reactivation of a number of tankers operated by US Petroleum and Western Tankers in Seattle, Japan and Mobile. A full crew for the Montebello Hills was flown from New York to Japan two weeks ago to take the ship out of the lay-up there.

Seattle, in turn, has been enjoying booming shipping from the sudden reactivation of tankers in that area which had been idle since 1953.

The brightening of the tanker picture has combined with traditionally high job turnover during the year-end holiday season to create plenty of shipping opportunities for Seafarers willing to move out before the holidays are over.

Assistant Secretary - Treasurer Claude Simmons noted also that the boom was "not over yet. There are plenty of jobs in all three departments, some of them hanging on the board for several calls with no takers."

He cautioned, however, that with

several hundred men already registered for shipping here, most of whom want to wait until after the holidays before taking a ship, the time for those who have been on the beach a while to get out is right now. "After New Year's there's going to be some mighty heavy competition for jobs that can be avoided by taking a ship now," he added.

The improved tanker picture also has in prospect one new supertanker being built for Cities Service, which will be launched in March, and a contract just awarded by J. M. Carras for the construction of another giant tankship for US-flag operation, replacing two T-2s transferred to foreign flags.

LABOR ROUND-UP

The right of a union to demand that employers disclose their financial records if they reject wage demands on the plea of inability to pay will come up before the US Supreme Court. The National Labor Relations Board has ruled that a North Carolina company should reveal such records to the Iron Workers Union but the Federal Court of Appeals has blocked the Board's ruling.

Bakery drivers in New York, members of Teamsters Local 550 will get company-financed pensions of \$115 monthly aside from Social Security. The pensions will go to drivers at 65 who have 25 years in the industry. They will be supported by \$5 weekly contributions by baking companies.

Increases of 16½ cents an hour have been recommended for 750,000 railroad non-operating employees by a Presidential Emergency Board. The Board had been appointed under the Railway Labor Act to head off a strike of 12 non-operating rail unions. Of the 16½ cents, two cents will go for welfare purposes. Men involved in-

clude clerks, telegraphers, shopmen and track workers.

Although union president Michael Quill had opposed AFL-CIO merger, the Transport Workers Union will join the merged body. Its executive board voted overwhelmingly in favor of the merger and it is expected that the membership will do likewise with Quill revising his position.

Among first fruits of the merger is a pact between the Amalgamated Meat Cutters and the Retail Clerks International Association governing handling of meats and fish in retail stores. The pact assigns work jurisdiction in the field. The Meat Cutters and the Packinghouse Workers are also working out an amalgamation between them.

Studebaker-Packard has fallen in line with other major auto producers and has signed an agreement covering Studebaker plants with the United Automobile Workers on the same pattern. The agreement provides for supplemental jobless pay benefits with wage scales approximating those paid by Ford, GM and Chrysler.

Air Strikers Win Job Security; Had SIU Aid

SEATTLE—Bolstered by the support of Seafarers in this port and the labor movement generally in many areas, striking flight engineers won their strike and returned to work at United Air Lines terminals all over the US with a new security clause protecting the job standing of present company employees.

A principal issue in the two-month-long walkout was United's insistence on the right to establish and enforce new manning rules

which had the affect of wiping out the engineers' jobs.

The strike settlement preserves the seniority and job rights of present flight engineer personnel, but stipulates that future hiring may be done from the ranks of surplus company pilots.

Company Tried Freeze-out
United had originally insisted on the right to replace members of the Flight Engineers International of America with pilots who had since earned classification as flight engineers also. This practice was already well on the way to freezing out many United flight engineers, some with many years' of service for the airline.

Seafarers in the port who pitched in to join FEIA picketlines drew praise both from all sides for their show of spirit.

Yule Boosts Lake Chas.

LAKE CHARLES—The fireworks in Louisiana's many hotly-contested election races are popping off more and more every day as the time nears for state-wide primary balloting in January.

Shipping, meanwhile, continues to occupy the spotlight for local Seafarers, with job activity here remaining at way above average levels. A high registration, has not helped the picture any, however, since most of the registrants are hanging on to shore

to spend the holidays at home.

Instead, Leroy Clarke, SIU port agent, noted, he had to call on other ports for help in manning the run of shipping in the area. The visitors included 11 Cities Service tankships, plus the Val Chem (Valentine) in Orange, Texas.

SEAFARERS

PORT O'CALL

NOW IN BOTH

NEW YORK & BALTIMORE

BROOKLYN BALTIMORE
675-4th AVE. 1216 E. BALT.

Fresh Fruit? SA Has Plenty, Mundo Finds

There's an old saying that if you want something done—and done right—do it yourself.

Advancing a few stages on this idea, Seafarers on the Del Mundo want to make one point plain to some of the companies whose ships run out of New Orleans.

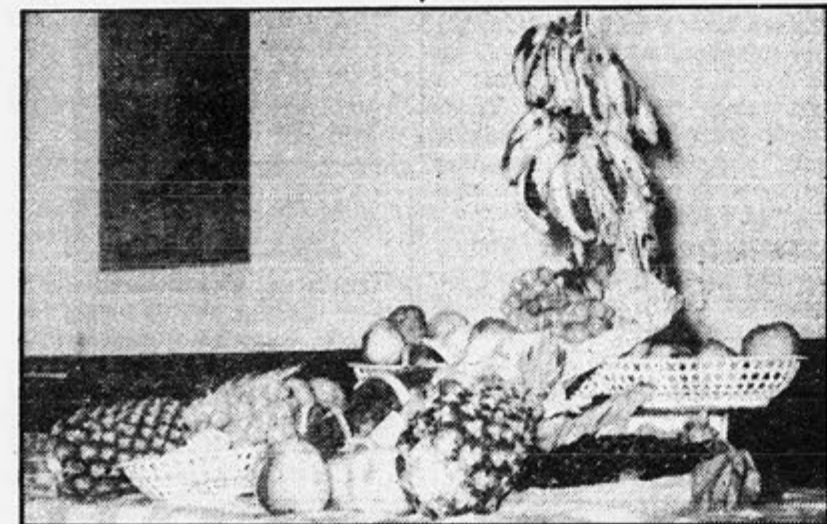
An account of the situation appeared in the ship's regular meeting minutes recently, as crewmembers thrashed about answers to a thorny problem.

Their beef is the "considerable reluctance, if not downright refusal" on the part of some operators to lay in a sufficient supply of fresh fruits for the ships while they're in South American ports, George W. Duncan, ship's delegate, points out.

The fruits are abundant and cheap, he adds, so there is no real reason why they can't be obtained for storing on the ships. Proving the point, SIU crewmembers on the Mundo bought a supply of fruit in Santos for their own use to show it can be gotten.

They also photographed a tableful of the oranges, apples, pears,

Del Mundo Seafarers display cheap, plentiful supply of fresh fruits they bought themselves in Santos to counter company claims that there are none.



mangoes, grapes, strawberries, bananas and pineapples thus provided to remind the operators such items are not unattainable.

Aside from its well-known nutritional values, fresh fruit is also popular both as a desert or a 'tween-meal-snack. In fact, the Del Mund Seafarers like them in every shape and form except "COD."

They're serving notice, too, that the next time they're down in Santos the company will have to dig down into their own pockets in order for the crew to enjoy fresh fruit.

CAT ADOPTS BETHCOASTER, WAITS ON DOCK FOR SHIP

Unable to make her way on a coastwise run, the stray cat who tried to homestead on the Bethcoaster is probably looking for a foreign run now where she may be more welcome.

The wandering feline, according to C. L. "Bud" Cousins, ship's reporter, first clambered aboard the SIU-manned LST when the ship docked in Baltimore not long ago. She was the first one aboard as soon as the ladder was put over the side, and climbed right up as if the ship had been her home all along.

She remained aboard on the run north to New Haven, sampling the

sea air as well as all the rooms she could sneak into. Unfortunately, in one of these forays she left a few tell-tale signs of her visit behind.

Since the scene of this indiscretion was none other than the captain's room, she found herself ashore when the Bethcoaster left New Haven and no more thought was given to the matter.

However, on the return trip to New Haven, lo and behold she was right on the dock waiting for the ship to tie up. Whatever else may be said about feeding on Calmar ships, it apparently provides a fine diet—spiked with mice—for homeless cats.

Despite this sign of fidelity to the ship, however, pussy was ruled persona non grata and put off the ship again. When last seen, she was loudly meowing her head off, hoping her ship would come in again—either with a change of heart—or skippers.

She remained aboard on the run north to New Haven, sampling the

Auburn Trophy



Shipmates give the fish-eye to cage of white mice held by Vince, 4-8 OS, after he returned to the Auburn with souvenirs from a night's revelry ashore in Yokohama. Looking on are Ward, 8-12 AB (left), and Gill, saloon mess. Jake Malenko took the photo.

Urges Protests On Controls Plan

To the Editor:

That promised report on Government controls for sea unions is due shortly and will be another obstacle we men of the merchant marine will have to hurdle.

The shipping companies are not hamstrung by Government controls other than safety rules, yet even these, in many cases, have evidently been bypassed, as in the case of the Southern

aided the Kremlin in its campaign for world supremacy?

"Let's stop for a moment and examine ourselves. Ask yourself, 'Have I ever done anything that could have helped the Russian to propagate their ideas?'"

"No doubt a good percentage amongst us have done something without knowing it. Fighting aboard ship is an example. In doing this we have unconsciously adopted a Communist weapon . . . creating disunity and hate. United we stand, divided we fall is an old saying.

"Ask yourself again: 'Have I been or am I still an agitator?' This too follows the Politburo effort to disrupt democratic processes wherever they are, even in our own Union. If we want to preserve the harmony in our membership, let's live and work together amicably, and not undermine the good that has been done.

"Communism has swept through many labor unions, even in the US. It would have completely succeeded had it not been for the timely alertness of the freedom-loving people of our country.

"We in the SIU now enjoy the honor of being the best Union in the world in every respect, including our stand against the Commies.

"Our democracy, so expertly defined in the United States Constitution and defended by our forefathers, is constantly in danger from this grasping menace, which endangers our livelihood as well. We have the opportunity through our Union to work to check its advances if everyone does his share, however small.

"Let's attend Union meetings, help finance and support our Union paper, and assist one another in developing Union policy for the good of all. Let's learn and follow Union rules and regulations established for our own protection, and show respect and faith in our Union officials who stand guard and support our constitution to the fullest extent of their knowledge and ability.

"Above all, let's not be idle and allow the seeds of Communism to fertilize at any time, in our Union or in ourselves."

Felix P. Amora
SS Wild Ranger

Thanks Texmar For Condolences

To the Editor:

My deepest and sincere thanks to the crew and officers of the SS Texmar and to the officials and members in the Philadelphia SIU hall for their kind sympathy.

Words cannot express how I feel since my wife Helen passed away on Nov. 25. She was buried Nov. 30.

Many thanks from her family and myself to one and all.

John A. Sullivan

Look For Him in Yokohama

To the Editor:

I have been receiving the SEAFARERS LOG at my old station and would like to have it sent to my new address. If any of my old shipmates would like to look me up while they're in Yokohama, I can be reached at Crash Boats in the Yacht Harbor. The telephone is Yokohama 2-0778.

The mail address is: A 2/c Bernard Mitchell, AF 11272417, 22nd Crash Rescue Boat Sqn., Detachment 6, APO 503, c/o PM, San Francisco, Calif.

Barney Mitchell

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.

Districts, Southern Isles and other lost merchant vessels.

Yet they, the elected representatives of our Government, such as Rep. Herbert C. Bonner, the chairman of the House Committee on Merchant Marine and Fisheries, at this moment want to put over the coup-de-grace and give all merchant seamen a lower status in personal freedom than US servicemen.

Serviceman Can Beef For the serviceman who has a beef has the privilege to go to his CO or chaplain. Under this proposed controls set-up, we would have nothing to say about anything, wages, shipboard beefs or any legitimate action.

We members of merchant marine, who are members of a bona fide labor union, can assure Rep. Bonner and his committee, through our Union representatives, and by countless letters from seamen, their families and friends, that he and his committee have a fight on their hands.

Our country has many more important matters before Government committees at this time involving the good and welfare of its citizens than to devote time to the enemies of labor who are consistently wasting the taxpayers' money and, in this case, on trying to put over a slave bill.

We in the SIU are quite aware of what's going on. I urge all seamen who believe in freedom to protest bitterly against this controls' proposal by writing to Rep. Bonner in Washington. You should also urge your wives, friends and others to write a card or letter of protest. Action counts.

John Jelletie
SS Stony Creek

Gives Thoughts On Fighting CP

To the Editor:

As I was running through my old papers recently, I came across an article I wrote in 1950 which is still timely right now. Perhaps my Union brothers will share their opinions on it with me.

The basis of the article is an "examination of conscience" on the subject of Communism. It goes like this:

"Am I ever aware of the fact that the greatest threat to our Union and to the world as a whole is Communism. Have I given it a few moments of thought? Have I unconsciously, either by default or by some act,

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL SEATTLE, WASH.
 - Carlo Anconetani
 - John Blizzard
 - L. Boley
 - Paul Carter
 - E. A. Hancock
- USPHS HOSPITAL NEW ORLEANS, LA.
 - Howard J. Abell
 - Merton Baxter
 - Alton Bell
 - Claude Blanks
 - J. L. Buckelew
 - John J. Caldwell
 - Lloyd T. Callaway
 - Clarence Cobb
 - James Douglas
 - Artemio Fernandez
 - B. D. Foster
 - Claude H. Fowler
 - Joseph Gehring
 - Matthew Gichenko
 - Louis Guarino
 - Edwin Harris
 - E. G. Knapp
 - Joseph Lae
 - Faustino Lamelas
 - Leo H. Lang
- USPHS HOSPITAL GALVESTON, TEXAS
 - William Hightower
 - Robert Kehrlly
 - Joseph Landry
- USPHS HOSPITAL SAN FRANCISCO, CALIF.
 - Marcelo Belen
 - George Brady
 - William Glegg
 - Charles Dwyer
 - Salvatore Guiffre
 - K. E. Hansen
 - Okal Jones
- USPHS HOSPITAL SAVANNAH, GA.
 - Jose Alonzo
 - Burl Haire
 - Hubert Latner
- USPHS HOSPITAL SEATTLE, WASH.
 - Sverre Johannessen
 - J. C. Palmer
 - Joseph Penner
 - Charles Zlateff
- USPHS HOSPITAL NEW ORLEANS, LA.
 - Fay Langley
 - George A. Logan
 - Earl B. McCollam
 - John Mahoney
 - Alexander Martin
 - Alfonso Olaguibel
 - Randolph Rateliff
 - Claburn E. Reed
 - Woodrow A. Snead
 - Henry S. Sosa
 - James Sullivan
 - Roy Thomas
 - Lonnie Tickle
 - Alfonso Tolentino
 - Andrew Vidal
 - Gregory Villarreal
 - Dirk Visser
 - James Ward
 - Ernest H. Webb
 - David A. Wright
- USPHS HOSPITAL FORT WORTH, TEXAS
 - Frank Anderson
 - Benjamin Deibler
- USPHS HOSPITAL MEMPHIS, TENN.
 - Charles Burton
- VA HOSPITAL KERRVILLE, TEXAS
 - Billy R. Hill
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, N. Y.
 - Edmund Abualy
 - Manuel Antonana
 - Eladio Aris
- USPHS HOSPITAL BALTIMORE, MD.
 - Kenneth Bewig
 - Curt Borman
 - Joseph Brill
 - Frank Campbell
 - Alfred Casey
 - Jessie Clarke
 - William Connors
 - Rosario Copani
 - John Drake
 - Louis Firlie
 - Donald Forrest
 - Gorman T. Glaze
 - Albert Hawkins
 - David McCollum
 - James McGuffey
 - Ebbie Markin
- USPHS HOSPITAL BOSTON, MASS.
 - William J. Dyer
 - Gilbert Edwards
 - Antonio Furtado
- USPHS HOSPITAL NORFOLK, VA.
 - Cecil Batts
 - Francis Boner
 - Munsy Drewry
- USPHS HOSPITAL FORT WORTH, TEXAS
 - Frank Anderson
 - Benjamin Deibler
- USPHS HOSPITAL MEMPHIS, TENN.
 - Charles Burton
- VA HOSPITAL KERRVILLE, TEXAS
 - Billy R. Hill
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, N. Y.
 - Edmund Abualy
 - Manuel Antonana
 - Eladio Aris
- USPHS HOSPITAL BALTIMORE, MD.
 - Herman Miller
 - Fred Morris
 - Harry Muches
 - Endel Pappel
 - John Parker
 - Daniel Perna
 - Fred Pittman
 - Murray Plyer
 - John Popa
 - Arthur Reinholdt
 - Daniel Seabolt
 - Hoyt Tanner
 - Harold Wheeler
 - Luis Williams
 - Archie Wright
- USPHS HOSPITAL BOSTON, MASS.
 - Leo J. Kennedy
 - Donald Mackey
- VA HOSPITAL BROOKLYN, N. Y.
 - Antonio Caruso
- USPHS HOSPITAL STATEN ISLAND, N. Y.
 - A. Androh
 - Jim Barbaccia
 - Joseph Barron
 - Ben Baugh
 - Arthur Beck
 - Frank Cardoza
 - George Carlson
 - John Castro
 - James Clarke
 - Donald Coe
 - James Crotty
 - Irving Denobriga
 - Idelfonso Galindez
 - Luciano Ghezzi
 - Estell Godfrey
 - Halvor Holt
 - F. R. Kaziukewicz
 - E. G. Lukban
 - Martin Lynch
 - N. McReaven
- VA HOSPITAL BROOKLYN, N. Y.
 - John McWilliams
 - J. Maisonett
 - Richard Mason
 - Thomas Maynes
 - Robert Menser
 - William Neef
 - Joseph Neubauer
 - E. Nooney
 - Eugene O'Brien
 - Howard Parker
 - Joseph Puglisi
 - A. Reibus
 - George Robinson
 - Jose Rodriguez
 - Santiago Rosario
 - Stanley Scott
 - L. Servidad
 - E. Slintak
 - Robert Welker
 - Hedley White

OCEAN NIMET (Ocean Trans), September 1—Chairman, R. Pierce; Secretary, R. Walton. No beefs. Ship's delegate elected. Messhall needs new fan. Few repairs to be done. Store-room to be fumigated.

September 10—Chairman, W. Glick; Secretary, S. Reeves. No beefs. Ship in good shape. Ship's fund—\$14.50. Clasp to be put on lockers to keep stovedores out of passageways. Motion made and carried to accept and concur unanimously with communications from headquarters.

ROBIN SHERWOOD (Seas Shipping), September 3—Chairman, D. DeSel; Secretary, W. Schlecht. No beefs reported in any department. Ship's fund—\$35. Ship's delegate and secretary-reporter elected. Bosun requested laundry not to be used after 10 PM. Steward was requested to keep close

Digest Of SIU Ship Meetings

check on meat servings. Movies requested for 8-12 watch.

SEA COMET II (Seatraders), September 11—Chairman, none; Secretary, R. Lorence. Repair lists turned in, no beefs. Ship's fund—\$33. Beef on first assistant giving orders. Chief Electrician to report to Chief Engineer every morning for orders. To buy iron in United States.

SEATRAN LOUISIANA (Seatrains Lines), September 22—Chairman, J. Tanner; Secretary, A. Wilburn. Wash and shower rooms to be kept clean. TV set purchased. Some disputed overtime, no beefs. Motion made and carried to accept and concur with communications. It was suggested to accept donations of \$1 for man to get new antenna and foam rubber padding to put under TV set.

MAIDEN CREEK (Waterman), September 17—Chairman, R. Spencer; Secretary, A. Aronica. No beefs. Men getting off should pick up their shot cards and turn in linen. Two men missed ship. Steam lines to be taken care of.

MARIE HAMIL (Bloomfield), September 17—Chairman, V. Wilkerson; Secretary, C. Berg. Repair lists turned in. Pay-off expected to be smooth. Crew advised to do their beefing at meeting instead of on the hatches. Ship's fund—\$15.76. Communications from headquarters read and accepted unanimously.

NORTHWESTERN VICTORY (Victory Carriers), September 18—Chairman, Thompson; Secretary, Gustafson. List of grievances made up. One man hospitalized in Panama. Two men missed ship in Bordeaux. Vote of thanks to steward department. New ship's delegate elected. Motion made and carried to accept and concur with communications from headquarters. Suggestion that shelves be built in library and new library be acquired.

ROYAL OAK (Cities Service), September 25—Chairman, J. Merrell; Secretary, D. Beard. Several minor beefs settled. Repair list posted. Variety of games will be purchased. Special fund raised in the amount of \$62 and sent to the family of T. Guldry. Ship's fund—\$31.85. No beefs. Forward doors to be kept closed while loading or company will be forced to weld them. Wash water is rusty, and there are no keys for rooms. More wind-scoops needed.

SEATRAN NEW JERSEY (Seatrains), September 24—Chairman, E. Jones; Secretary, P. Patrick. No major beefs. Balance of ship's fund on hand is \$17.59. Motion made and carried that only very important correspondence be sent to headquarters by registered mail. Suggested that messhall be sprayed in morning and after each meal. Discussion held on milk being left out between meals, it is to be returned to ice boxes.

TROJAN TRADER (Trojan), September 18—Chairman, S. Sokol; Secretary, R. Perry. Matter of not issuing American money in Italy and not painting or sougeeing crews quarters to be taken up with Patrolman. Motion made and carried that no man sign on unless crew gets American money in Korea. Suggested that all beefs be referred to Patrolman on arrival in port. Captain is not cooperative.

CHILORE (Ore), September 24—Chairman, C. Webb; Secretary, T. Yablonsky. Ship's fund—\$21. Motion made and carried to accept and concur with communications from headquarters. New ship's delegate elected. Discussions held on fruit not being sent out with night lunch. Steward said it was the fault of galley crew.

ALCOA PEGASUS (Alcoa), September 16—Chairman, G. Finkler; Secretary, E. Ray. Three men were logged, one man hospitalized in Spain, one man missed ship. Various suggestions were made with reference to the steward department. Balance of ship's fund—\$29.33. Motion made and carried to accept and concur with communications from headquarters. Incl-

dent in Trinidad concerning two crewmembers will be taken care of. Mattresses should be replaced and cleaned.

September 26—Chairman, none; Secretary, E. Ray. Discussion held and everything cleared up on Trinidad incident. Discussion held on performers aboard SIU ships and how important it is not to perform.

OCEAN EVA (Maritime Overseas), September 24—Chairman, A. Capote; Secretary, C. Pressnall. No beefs. Motion made and carried to accept and concur with communications from headquarters. All crewmembers present agreed to donate to ship's fund.

OREMAR (Ore), September 18—Chairman, H. Zurn; Secretary, S. Hutchinson. Ship's fund consists of \$91. Motion made and carried to accept and concur with communications from headquarters. To have inner spring mattresses repaired.

RAYVAH (Ships & Freights), September 18—Chairman, M. Cross; Secretary, W. Hodges. Captain very cooperative. All hands agreed to donate \$50 for ship's fund. No beefs. Motion made and carried to accept and concur with communications from headquarters. Suggest Sea Chest be put aboard. Keep laundry & mess-room clean.

WACOSTA (Waterman), September 11—Chairman, E. Lane; Secretary, R. Morrow. No beefs, ship is running smoothly. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to refer to Negotiating Committee that cargo carried be reviewed as possible penalty cargo, citing the fact that longshoremen receive high bonus rate for loading it. It was suggested that a hose be put on deck for Korean laborers to obtain drinking water. Cooperation was requested from crewmembers in maintaining SIU standards.

STEEL SURVEYOR (Isthmian), September 10—Chairman, P. Tassin; Secretary, D. Hilton. Laundry was kept clean. Nine coils were left on deck while ship was in Calcutta and longshoremen were using them. Pictures of animals were turned over to the Editor of the Seafarer's Log. Ship's fund—\$15. Small overtime beef to be settled, no other beefs. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried that man who didn't attend ship's meeting be turned over to patrolman. Discussion held on men who are ill before they board ship.

SUZANNE (Bull Lines), September 18—Chairman, R. Cambell; Secretary, W. Grosvenor. Repair list turned in, no beefs. Ship's fund—\$18.40. Few hours disputed overtime. Motion made and carried to accept and concur with communications from headquarters. New washing machine needed, will be ordered. All crewmembers should contribute to ship's fund and a new iron will be purchased from it.

GATEWAY CITY (Waterman), September 11—Chairman, H. Knaflich; Secretary, W. Sink. No beefs. Motion made and carried to accept and concur with communications from headquarters. Repair list to be turned in before entering any U. S. port. Discussion held on firemen relieving watch, lat in Port.

LEWIS EMERY, JR. (Victory Carriers), September 13—Chairman, J. Ryan; Secretary, V. Harding. Everything running smoothly. Motion made and carried to accept and concur with communications from headquarters. New ship's library requested on arrival in U.S.A. To check and see if cargo vessel is carrying a penalty cargo. Pantryman said that this crew is the best he has ever sailed with. Vote of thanks given to steward department.

MC ALLISTER VICTORY (Robin Line), September 18—Chairman, R. Gagn; Secretary, S. Malvenan. No beefs, no disputed overtime, everything running smoothly. Communications from headquarters were read and accepted unanimously. Vote of thanks given steward department. Bosun requested that outside ladders be used until inside house ladders are dry. Ship's library to be changed.

SEATRAN TEXAS (Seatrains Lines), September 19—Chairman, V. Epps; Secretary, A. Whitmer. Two men missed ship. Additional books needed. Ship's fund—\$42.35. Motion made and carried to accept and concur with communications from headquarters. New ship's delegate and secretary-reporter elected.

STEEL VOYAGER (Isthmian), September 12—Ch'm'n, G. E. Renale; Sec'y J. Anderson. To see patrolman on arrival regarding Chief Mate. No beefs. Communications from headquarters read and accepted unanimously. Steward requested more cups for coffee and to have rooms cleaned so Bosun could paint.

No date—Chairman, R. Geddings; Secretary, G. Renale. No disputed overtime, and few beefs. Communications up to date, read and accepted unanimously. Beef on NO PASSES in Krumshaw, Persian Gulf settled. General discussions held.

REPUBLIC (Trafalgar), October 18—Chairman, K. Kelly; Secretary, F. Hicks. Eight new mattresses and pillows were ordered. Engine utility's bunk was repaired. New washing machine needed. Linens are in poor condition. Ship's fund—\$8.20. Overtime to be turned over to patrolman. No beefs. Motion made and carried to accept and concur with communications from headquarters. Discussion held on new SUP agreement. Repair list to be made up.

Skipper's Wife Puts The Damper On 'Sea Tales' Aboard Amerocean

There's not much like having a "dame" aboard a ship to put a leash on cussin' and tall, fanciful tales about other women.

And when the opposite sex is evidenced by the presence of none other than the captain's wife, this is positively guaranteed. It also assures that when the Amerocean docks in Baltimore next month, there's likely to be one crew that will be bursting at the seams.

Everybody knows that half the fun in most overseas exploits is telling about them, and perhaps embroidering a little along the way for the benefit of an attentive audience. This pleasure, however, is denied to the Amerocean Seafarers.

The rule for them, unwritten or otherwise, is have your fun but keep it to yourself.

It's an exquisite form of torture, most crewmembers admit, since many a trip's enjoyment hangs on the easy camaraderie that develops between men who've shared each other's good times—and can compare notes.

But since the skipper's spouse is in their midst, the stopper is on such talk. Furthermore when lines get tangled or paint can lids refuse to budge, there's nary a whimper except maybe a slight hint of the finer thoughts lurking inside the crewmember involved.

Refined Speech

Of course, he might say to the offending paint can that "thou are certainly stuck tight, thou ignoble paint can, and I hope thou meets

Viento, Aires Crew Affairs Make Big Hit

SIU crews on the Delta Line South American run are having a round of impromptu parties on their own these days, in addition to the holiday celebrations traditional at this time of year.

A while back, the boys on the Del Aires held a crew whingding which was hailed as a "big success," with music, beer and shrimp to round out the entertainment.

About \$50 from the ship's fund supplied the menu, while Seafarer Floyd Vincent and a passenger who joined in with a violin provided the music. T. Tucker, ship's delegate, was chairman of the recent meeting at which a report on the affair was read into the record.

On the Del Viento, according to Duska "Spider" Korolia, ship's reporter, the identical fare plus a couple of cases of Brazilian Cerveja—"and two bottles of good wine," he adds pointedly—sparked a good time for all hands.

Thanks for the success of the event, Korolia added, should go to Bosun J. Tucker, ship's treasurer, who arranged matters from the start; to the entire galley force, which prepared the shrimp; to Ferdinand Bernard, steward delegate, and Bill Olds, who acted as bartender, and to chief electrician Perez, who made the hook-up on the faintly glowing phonograph which supplied the music.



Rode

thy proper reward for thy transgressions," but he won't go further. The talk aboard ship is virtually sterile.

All in all, considering some of the ports the ship's been in, such as Antwerp, and Boulogne, France, the self-control exhibited by the crew is miraculous, and challenges all imagination.

Topside Top-Rated

Fortunately, there are some compensations. Ship's reporter George Tipton says the "crew and officers are tops on this ship. Everybody topside goes out of his way to be good to everyone." Apparently the self-sacrifices of the crew are not in vain.

Calvin T. Price is ship's delegate and was chairman of the meeting which discussed the situation. H. E. Rode is deck delegate, John Van Dyke represents the black gang and A. Fanard is the steward delegate.

Afoundria Duo



Aboard the Afoundria, SIU steward dept. rep. Phil Reyes (left) looks on as E. O. Johnson, chief cook, shows how meat entree is served with vegetable side-dish under SIU food plan.

Boat Crew's Fast Work Saves Edith Seafarer

Thanks to fast, unpanicked action by the crew of the Edith, Seafarer Benjamin Hayes, 37, was scooped out of the sea and back aboard his ship less than 18 minutes after he fell overboard recently.

Hayes, an AB, had been working on the forward end of the poop deck when he suddenly toppled into the sea. Fortunately it was midday, with good weather prevailing, so his shipmates on deck spotted him going over and immediately raised the alarm.

Capt. H. C. Berger said later that the crew was to be credited with an excellent job of seamanship for getting a boat over the side and picking up Hayes in such a short time.

En route from Clermont, Del., to Port Kaiser, Jamaica, BWI, the Edith doubled back on her course as soon as the cry "man overboard!" reached the bridge, so that Hayes was rescued and plucked out of the water almost as soon as he went over.

Shaken by his experience more than anything else, he reportedly suffered only minor bruises from the fall.



Hayes

LOG-A-RHYTHM:

My Prayers

By Harry Wolowitz

Good Lord of all powers that be,
Humbly I petition Thee;
Please, O Lord, hear me well,
We're sinners who on Earth do dwell.

You're strong, O Lord,
And weak are we,
Please help us mortals, heed our plea,
Give us peace, good will toward men,
And lives of happiness again.

Let us live as in days of old,
With love for all insteagd of for gold.
Give us faith to trust each other,
And treat every man as a brother.

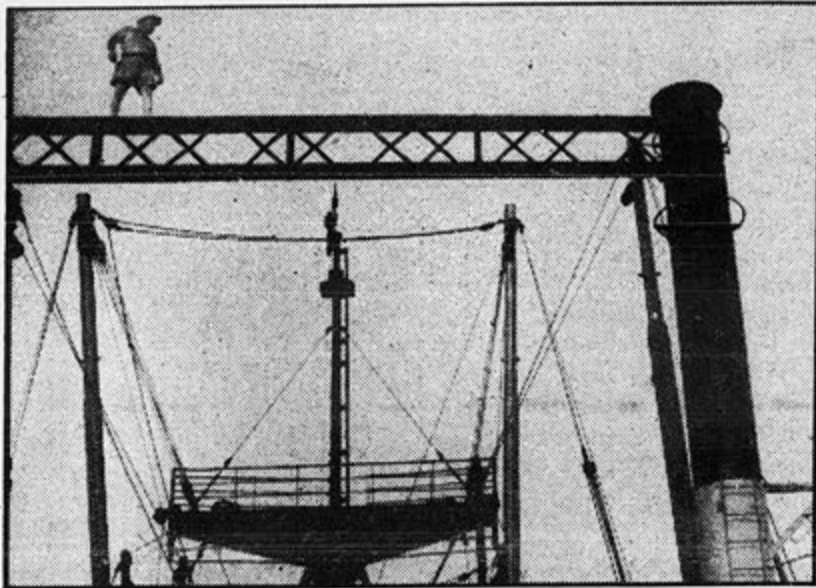
The graves are filled with man's mistakes,
O Lord, our world is now at stake,
So, God, I humbly ask of Thee:
Peace for all humanity.

Seastar, Oceanstar Get Together



Meeting of Seafarers from Seastar and Oceanstar is memorialized in this photo from Antwerp, while both SIU ships were in port. Pictured (l to r) are J. Meehan, bosun, and Leclair, AB, off Oceanstar; P. Moser, wiper, and R. C. Morrisette, steward, from Seastar. Morrisette provided the picture.

Garlic Barrage Blurs Maker Photog's View



Perched safely atop the kingposts of the Steel Maker, Seafarer A. E. Auers tries again to get some shots of Alexandria.

For a photographer, getting "the" picture often causes some bad moments, whether you're a "pro" or an amateur at it.

Seafarer A. E. Auers on the Steel Maker found himself in the middle of such a situation recently, while the ship was in Alexandria, Egypt.

He finally had to beat a retreat by climbing to the top of the kingposts, where he could poke his lens at everything in sight without being molested. His presence on deck had become a little intolerable even to his own shipmates by then.

The way it all started, Auers had been trying to photograph a girl driving mules near the dock, where the Maker was loading garlic. Apparently the gal didn't like all the

attention he was giving her, because before he knew it she was pelting him with garlic—and hitting the mark.

"I stunk of garlic for the rest of the day," he added, "but finally got some shots from a safe distance. Bosun Brown (Billy H.) and Oliver J. Fielding, chief electrician, said it wouldn't hurt anybody if I stayed up where I was all day, because the breeze would do me some good . . . Those pictures had better come out okay so at least it will be worth smelling like a spice kitchen for a while. . ."



Fielding

**LET 'EM KNOW!
Write TO THE LOG**

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

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

ADDRESS

CITY ZONE STATE

Blasts Purser On Del Campo

To the Editor:
Brothers, this is a tipoff from the baker who just paid off the Del Campo in New Orleans on the return from the West African run.

Watch out for a sneaking purser who's been on this ship about four years. If you're working on a voucher through payoff day, this purser will sneak around to your department at five in the evening

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.

checking up to see that you're on duty every minute.

If you're not, even if you have your work done, this guy will knock off an hour's port time you have coming without giving it a thought.

I've heard it said by other men on the ship that he has done this many times before, but no one has ever taken the time to mention it and wise up the guys.

As for myself, I just made this one trip on the Del Campo and was praised by the crew and officers on my baking. Since I am a shoreside baker I know a few tricks of the trade and was glad to be able to use them on my own time to make everyone happy. But this was the thanks I got.

Harry D. Souther

Explains Liking For Japan Run

To the Editor:
Some time ago the LOG carried a piece telling why many Seafarers like to go back to Japan again and again. The article made good reading, but as I am a fan of that run myself, I'd like to add a little to it.

Among the many reasons seamen like to visit Japan is the fact that they always seem to be appreciated there and are accepted in all kinds of society. This doesn't go only in Yokohama or Kobe, for I have visited many of the small towns nearby and have learned by experience that the smaller the town is, the better you're treated.

If you go shopping it is always good to know that whether you spend an hour trying to buy and come up with nothing, or buy a small item after much discussion over a discount, the sign of gratitude shows clearly

on the face of the merchants. They are very happy to be honored by your attention, and consider it almost a privilege that you even stop at their shops.

They enjoy having us around, whether we buy or not, because they know that if we see what we want we will get it eventually. The same can be said about the hotels, bars and almost every kind of business.

I would also like to remind anyone who intends to make a trip to Japan that living there is not as cheap as many of the boys think. Many items go for what would be considered US prices or just a little less.

But generally Japan is the only place in the world where you can get your money's worth on everything, whether you go for a good time or are shipping for that new 35mm camera.

Luis A. Ramirez

Hails Puritan Aid On Voyage

To the Editor:
I would like to express my sincere thanks to the Seafarers Union and its members for the wonderful kindness shown to me aboard the SS Alcoa Puritan by the members of the crew while I was in transit to my own country of Dutch Guiana.

Unfortunately I was stranded without cash while on the ship, but thanks to Joe Pacheco, ship's delegate, the boys all got together and saw to it that my trip down was a pleasant one.

I was amazed to learn that such working conditions were possible on ships like the Puritan, and I am sure that the boys are all proud to be members of the SIU.

I hope that some day I will become an American citizen and can join the SIU and become part of such a great organization. I hope this letter is published in the SEAFARERS LOG so that my thanks can be expressed to all the members.

Walter Hennep

Offers Plan For Fast Retirement

To the Editor:
Thanks to the SIU, every time I pick up a copy of the LOG I read how we have gained some new benefits. The latest increase in vacation pay is a godsend.

Now I'd like to make a suggestion on this subject. The people to whom I've already mentioned it have all agreed they too like the idea very much.

As things stand now, an SIU man must have 12 years of searime before he can retire on a disability pension. I think it was a large gain for the SIU, but I also think it would be a wonderful thing if we didn't need to work so long to have this protection.

Therefore, I suggest to the

membership that we donate a portion of our vacation money back into a fund which we can create on our own. Then if a man becomes disabled and can no longer earn a living, he can receive a pension out of this fund.

I think that all a person would need to be eligible for this pension would be a certain number of years of SIU membership agreed upon by the members themselves. Thereafter a man would know that he would always be protected and be able to support his family.

If this is a legal proposition and can be done with the approval of the membership it would be something really worth-while. I hope the brothers will discuss this idea and pass on their recommendations to headquarters or to the LOG.

I think that about ten cents a day out of our vacation money would build up a very large fund for this purpose.

Frank Cannella

Yaka Goes For New Food Plan

To the Editor:
Brother Phil Reyes is riding aboard the Yaka for the purpose of establishing the Union's new feeding system.

For the past few days he has been with us, various members of the crew show definite satisfaction with the system, which has shown itself in the improvement of the service and in actual food preparation.

Many have voiced their approval of the Union's approach to our most important shipboard condition. The crew is unanimous in its gratitude to our officials who made this system possible.

Jimmie James
Ship's reporter

Thanks Ceylon Agent For Mail

To the Editor:
I'd like to say a good word about the outfit that represents Isthmian in Colombo, Ceylon. These people are very much on the ball as I found out on the Steel Maker the last two trips out. They make a real effort to see that you get your mail.

Once the agent there sent the pilot boat just to deliver the mail. I've found that if the mail doesn't get there by the time the ship arrives they will forward it to the next port.

Most steamship agents would not be bothered with anything like that. They will let the mail lie there until you come around again four months later.

The wharf clerk, Mr. M. T. Amith, was very cooperative in this respect and on other matters he had to deal with.

Joe St. Laurent

Burly



Lusty Infant



By Bernard Seaman

OCEAN NORA (Maritime Overseas), Nov. 1—Chairman, R. Ferrandiz; Secretary, E. Kaznowsky. Money draws and limitations on them were explained. Few hours disputed overtime but no beefs. Members were asked to consider other crewmembers in general—eliminating unnecessary noise in passageways.

QUEENSTON HEIGHTS (Tankship), Nov. 30—Chairman, S. Johnston; Secretary, E. Derhak. Ship is scheduled to go to the Azores and Casablanca and then three or four times around the Persian Gulf to the Pacific. Some repairs have been made. Repair list to be drawn up. Warning to crewmembers that there is to be no performing aboard ship. Stores to be put aboard before sign-on.

RAYVAH (Ship & Freight), Nov. 20—Chairman, D. Knight; Secretary, H.

Steward promises to correct milk dispute. Ship's treasurer and secretary-reporter elected. New library requested. Beef between steward and B. R. to be settled with patrolman.

SALEM MARITIME (Cities Service), September 13—Chairman, W. Dickens; Secretary, R. L. Wenz. Ship's fund—\$17.26. No beefs. Motion made and carried to accept and concur with communications from headquarters. Suggested that card players clean up after their games. Crew wants better grade of bacon, coffee, and flour. To bring painting problem to the attention of headquarters.

HURRICANE (Waterman), September 11—Chairman, U. Sanders; Secretary, J. Guard. Some disputed overtime. Motion made and carried to read, accept, and concur with communications from headquarters. Steward was requested to put buttermilk on tables at all meals. Ship's delegate advised that crewmembers coming to ship drunk and requesting fantastic things, must be stopped immediately.

STEEL SEAFARER (Isthmian), September 4—Chairman, R. Darville; Secretary, J. O'Rourke. No beefs. Recent communications from headquarters accepted and concurred. Menus to be improved upon and canned fruit to be put out. Ice water during hot weather was requested. To have laundry chipped and painted, and mail handling to be improved.

AMES VICTORY (Victory Carriers), September 10—Chairman, J. Steele; Secretary, G. Frank. New repair list to be made up for Mobile. Motion made and carried to accept and concur with communications from headquarters. Suggested to get patrolman aboard and turn repair list over to him.

AMPAC OREGON (Trans Oceanic Marine), September 5—Chairman, E. Hogge; Secretary, J. Thomas. Everything regarding trouble with Wiper was settled at a special engine department meeting. Ship's fund—\$15. All recent communications read, posted, accepted and concurred unanimously. A unanimous vote of thanks was given Secretary-Treasurer, Paul Hall for the fine job he is doing in Washington. Poor mail service—to contact headquarters about same. Motion made and carried that the last standby have mess and recreation room clean for the next watch.

FELTORE (Ore), September 10—Chairman, R. Murry; Secretary, C. Bortz. To see patrolman about gear for blackgang and about painting out steward department foci'sles. New pop-up toaster needed. Discussion on steward's stores. Better stores needed.

STONY CREEK (Tankship), September 8—Chairman, M. Ohstrom; Secretary, E. Hauser. Advised that installation of sink in Deck Maintenance room is shipyard job. Majority voted to hold movies every other night in order to leave messhall open for other recreational activities. Steward department complimented on job well done.

PEN'AAR (Calmar), September 4—Chairman, A. Gowder; Secretary, V. Monte. Repair list to be turned in shortly. Ship's delegate requested that his mail is not to be opened by anyone. Calmar to be contacted to have money on time for draw.

STEEL NAVIGATOR (Isthmian), September 3—Chairman, H. McQuage; Secretary, G. Perry. Few minor beefs, all settled. All communications from headquarters were read, posted, accepted, and concurred unanimously. Vote of thanks to steward department.

CITRUS PACKER (Waterman), September 14—Chairman, R. Peters; Secretary, J. Mansell. Repair list taken care of. Ship's treasury—\$16.25. Ship's treasurer elected. Steward to stay below and supervise meals at meal time. Food is poor in general. Motion made and carried to accept recent communications from headquarters.

COUNCIL GROVE (Cities Service), September 22—Chairman, J. Keel; Secretary, E. Morris. Water cooler fixed and cots were issued by steward. Awaiting mattresses and pillows. Repairs being taken care of. Ship's delegate to ask Captain about having radio repaired. Motion made and carried to read, accept, and concur with communications from headquarters.

JOHN B. WATERMAN (Waterman), September 4—Chairman, J. Nelson; Secretary, R. Jones. No beefs. Ship's fund contains \$21.43. One man left in hospital. Ship's delegate and secretary-reporter elected. Discussion held on minor repairs. Vote of thanks to steward department for above average food.

VAL CHEM (Valentine Tankers), September 1—Chairman, J. Wread; Secretary, G. Fava. Ship's delegate paid off. Ship's fund—\$42.05. Motion made and carried to accept and concur with communications from headquarters. Ship's delegate elected. All repairs to be put on repair list. Crew voted to put TV set off in Texas City and to be given to Galveston hospital.

VENTURA (Trans Oceanic), September 1—Chairman, R. Nawell; Secretary, P. Roshke. Ship's fund—\$11.55. Motion made and carried to accept and concur with communications from headquarters. Repairs discussed.

WESTERN TRADER (Western Navigation), September 1—Chairman, G. Lawson; Secretary, C. Gawrych. Delegate to see captain on overhead vents and fans in galley and hook for meat box door. Locker to be fixed in B. R. room. Steward department foci'sle to be sougled and painted. To see Captain about draw before arrival in next port.

Digest Of SIU Ship Meetings

Braunstein. Discussion held on keeping laundry in ship-shape. Some disputed overtime. Vote of thanks to steward department. Do not slam doors, take care of linen, cigarettes needed to be gotten in next port if possible.

ROBIN KETTERING (Seas Shipping), Nov. 28—Chairman, H. Mady; Secretary, R. Whitley. Log book was checked on launch service. Ship's fund—\$27.90. Vote of thanks to ship's delegate. Discussion held on drains, laundry, deck showers, porthole dogs, water tight doors. Vote of thanks to steward department for good Thanksgiving Day dinner.

SANTORE (Ore), Nov. 27—Chairman, J. Van Sant; Secretary, J. Saint John. One man missed ship in Baltimore. No beefs. Motion made and carried to accept and concur with recent communication from headquarters. Keys to be obtained for wipers room. Vote of thanks to steward department for job well done.

WACOSTA (Waterman), Nov. 6—Chairman, F. Olivos; Secretary, R. Murrow. Ship's crew operating in good SIU fashion. Motion made and carried to accept and concur with communications from headquarters. Foci'sle keys to be made. Survey of all portholes and deadlights was requested to insure crewmembers maximum safety and comfort in foul weather.

WARRIOR (Pan-Atlantic), Nov. 27—Chairman, J. Crews; Secretary, M. Elliott. Everything running smoothly, no beefs. Took a few pictures, will have them sent to LOG. Some disputed overtime. Coffee is not up to par. Discussion held on new food plan. Much better meats are now served from galley.

ALCOA POLARIS (Alcoa), September 11—Chairman, R. Schwarz; Secretary, R. Palmer. Messrooms and other places to be painted. Some disputed overtime, no beefs. Books needed for library. Vote of thanks to crew messmen for job well done.

MONARCH OF THE SEAS (Waterman), September 10—Chairman, A. Danne; Secretary, D. Edwards. No beefs. Porthole scoops of rubber are on order. Motion made and carried to accept and concur with communications from headquarters. Motion made and carried to order porthole screens. Second electrician gives thanks for donation toward transportation to his home.

NEVA WEST (Bloomfield), September 17—Chairman, D. Jones; Secretary, D. Patterson. All repairs attended to with exception of getting new mattresses. One man missed ship in Galveston. Ship's fund—\$6.56. No beefs and no disputed overtime. Motion made and carried to read, accept, and concur with all communications from headquarters. Vote of thanks to ship's delegate. New ship's fund to be started with a donation of \$1 each from crewmembers. Steward has new linen, he thinks it will take care of beef about short sheets. Pantryman asks cooperation of crew in keeping pantry clean at night and that soapy water be kept in sink to keep coffee mugs and glasses clean. Steward will improve menus, as soon as he gets stores in New Orleans.

ALCOA RANGER (Alcoa), September 2—Chairman, Tesko; Secretary, Brown. All crewmembers to stay aboard until vessel is cleared. Ship's treasurer, and secretary-reporter elected. Motion made and carried to have ship's fund started beginning with one dollar a piece.

CHICKASAW (Pan-Atlantic), September 12—Chairman, S. Guggino; Secretary, C. Kent. No beefs. Pantryman to prepare coffee. To see Mate about painting foci'sles. Crew would like different brand of coffee. Motion made and carried to accept and concur with communications from headquarters.

FRANCES (Bull Lines), September 11—Chairman, H. Kay; Secretary, T. Kenny. Ship's fund—\$10. Some minor beefs, settled. One or two beefs to be referred to patrolman.

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:

Calvin Nien, born November 5, 1955. Parents, Mr. and Mrs. Chen Ken Nien, San Francisco, Calif.

Dempsey, Nichol森 Jr., born November 14, 1955. Parents, Mr. and Mrs. Dempsey Nichol森, Mobile, Ala.

Raymond Martin, born November 6, 1955. Parents, Mr. and Mrs. Cecil H. Martin, Mobile, Ala.

Laura Ann Ryan, born September 27, 1955. Parents, Mr. and Mrs. William A. Ryan, Brooklyn, NY.

Kenneth L. Bodden, Jr., born October 4, 1955. Parents, Mr. and Mrs. Kenneth L. Bodden, Port Arthur, Tex.

Elizabeth Acosta, born October 17, 1955. Parents, Mr. and Mrs. Max Acosta, Philadelphia, Pa.

Martin P. White, born October 31, 1955. Parents, Mr. and Mrs. Terrence J. White, San Francisco, Calif.

Richard S. Sanders, Jr., born August 9, 1955. Parents, Mr. and Mrs. Richard S. Sanders, Jarvisburg, NC.

Janet L. Lightell, born November 14, 1955. Parents, Mr. and Mrs. Paul G. Lightell, New Orleans, La.

Jacqueline Gay, born August 9, 1955. Parents, Mr. and Mrs. Ronald F. Gay, New Orleans, La.

Basil Makris, born November 14, 1955. Parents, Mr. and Mrs. Constantine Makris, New York, NY.

Darrell B. Reed, born November 16, 1955. Parents, Mr. and Mrs. Edward E. Reed, Mobile, Ala.

James R. Dixon, born November 16, 1955. Parents, Mr. and Mrs. James B. Dixon, Crichton, Ala.

Sandra N. Ridgeway, born November 10, 1955. Parents, Mr. and Mrs. Harvey G. Ridgeway, Mobile, Ala.

Janis E. Wright, born September 12, 1955. Parents, Mr. and Mrs. Esaw A. Wright, Mobile, Ala.

Alex Cohilas, born October 30, 1955. Parents, Mr. and Mrs. Stephen Cohilas, Union City, NJ.

Martha A. Plummer, born October 26, 1955. Parents, Mr. and Mrs. Norman F. Plummer, Alameda, Calif.

Richard D. Romolo, born October 19, 1955. Parents, Mr. and Mrs. Victor Romolo, New Orleans, La.

Judith Ruiz, born November 24, 1955. Parents, Mr. and Mrs. Juan Ruiz, Brooklyn, NY.

John L. Worley, Jr., born November 15, 1955. Parents, Mr. and Mrs. John L. Worley, San Francisco, Calif.

Linda Ann Nelson, born November 9, 1955. Parents, Mr. and Mrs. John R. Nelson, Boston, Mass.

Charyl A. Thomas, born September 22, 1955. Parents, Mr. and Mrs. Joseph E. Thomas, Berkeley, Calif.

Judy Mae Peavoy, born November 19, 1955. Parents, Mr. and Mrs. Floyd H. Peavoy, Eunice, La.

Where You Can Find The SEAFARERS LOG

In... Denmark

Seafarers are urged to send the LOG the addresses of places throughout the world where SIU men congregate and copies of the LOG would be welcomed.

- Dansk So
- Restaurations Foreni
- N V Toldbodgade 32
- Copenhagen, Denmark
- Fru Regitze's Hotel
- Deibergsgade 2
- Aarhus, Denmark
- Mr. Ervin Lunderskov
- No' Frihavngade 68
- Copenhagen, Denmark

- Restaurant Tria
- Fr Nansens Plads
- Copenhagen, Denmark
- Rico Restaurant
- Bruunsbro 10
- Aarhus, Denmark
- Somaendenes Forbundi
- Denmark
- Herluf Trollesgade
- Copenhagen, Denmark

Money Due

Money Due Ex-Government Camp

The following men have money coming to them for delayed sailing on December 4, 1954: Walter Edwards, Eligio LaSoya, James Matthews, Richard Newell, Lee Parker, Herman Sampson, Van Worrell, Walter Zieler, John Dixon. Checks which were being held at headquarters have been returned to Cities Service, 70 Pine Street, NYC.

Ex-Deck Department Coe Victory

Deck department men who paid off Coe Victory on August 29 after a North Europe run are all entitled to some disputed overtime. Victory Carriers has checks waiting. Contact them at 655 Madison Avenue, NYC, telephone, Templeton 8-2900.

Notices

Alfred Aava
An important letter is being held for you in New York headquarters mail room.

DIRECTORY OF SIU BRANCHES

SIU, A&G District

- BALTIMORE 1216 E. Baltimore St. Earl Sheppard, Agent Eastern 7-4900
- BOSTON 276 State St. James Sheehan, Agent Richmond 2-0140
- HOUSTON 4202 Canal St. C. Tannehill, Acting Agent Capital 7-6558
- LAKE CHARLES, La 1419 Ryan St. Leroy Clarke, Agent HEmlock 6-5744
- MOBILE 1 South Lawrence St. Cal Tanner, Agent HEmlock 2-1754
- NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK 675 4th Ave., Brooklyn JEFF Gillette, Agent HYacinth 9-6600
- NORFOLK 127 129 Bank St. Ben Rees, Agent MADison 2-9834
- PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1635
- PUERTA de TIERRA PR Pelayo 51-La 5 J&F Colls, Agent Phone 2-5996
- SAN FRANCISCO 450 Harrison St. Leon Johnson, Agent Douglas 2-5475
- Mary Breithoff, West Coast Representative
- SAVANNAH 2 Abercorn St. E. B. McAuley, Acting Agent Phone 3-1728
- SEATTLE 2503 1st Ave. JEFF Gillette, Agent Elhott 4334
- TAMPA 1809-1811 N. Franklin St. Tom Banning, Agent Phone 2-1323
- WILMINGTON, Calif 505 Marine Ave. Ernest Tilley, Agent Terminal 4-2874
- HEADQUARTERS 675 4th Ave., Bklyn SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS J. Algina, Deck C. Simmons, Joint J. Volpian, Eng. W. Hall, Joint E. Mooney, Std. R. Matthews, Joint
- SUP
- HONOLULU 16 Merchant St. Phone 5-8777
- PORTLAND 211 SW Clay St. CAPital 3-4336
- RICHMOND CALIF 237 5th St. Phone 2591

- SAN FRANCISCO 450 Harrison St. Douglas 2-8363
- SEATTLE 2505 1st Ave. Main 0290
- WILMINGTON 505 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn HYacinth 9-6600

Canadian District

- HALIFAX N.S. 128 1/2 Hollis St. Phone 3-9111
- MONTREAL 634 St James St. Plateau 8161
- PORT WILLIAM Ontario 118 1/2 Syndicate Ave. Phone: 3-3221
- PORT COLBORNE Ontario 103 Durham St. Phone: 5591
- TORONTO, Ontario 272 King St. E. EMpire 4-5719
- VICTORIA BC 617 1/2 Cormorant St. Empire 4531
- VANCOUVER BC 290 Main St. Pacific 7824
- SYDNEY NS 304 Charlotte St. Phone 6346
- BAGOTVILLE Quebec 20 Elgin St. Phone: 645
- THOROLD Ontario 52 St. Davids St. Canal 7-3202
- QUEBEC Quebec 113 Cote De La Montague Phone: 2-7078
- SAINT JOHN NB 177 Prince William St. Phone: 2-5232

Great Lakes District

- ALPENA 133 W Fletcher Phone: 12-RW
- BUFFALO NY 190 Main St. Phone Main 1-0147
- CLEVELAND 734 Lakeside Ave. NE Phone Cleveland 7:31
- DETROIT 1028 3rd St. Headquarters Phone: Woodward 1-6837
- DULUTH 531 W Michigan St. Phone Melrose 2-4110
- SOUTH BEND IN 3261 E. Grand St. Phone: East 5-2449



This is the Season in which Mankind stops to think about the Spirit of Brotherhood.

We believe that Brotherhood—men of all kinds working together—brings benefit to all.

Through our Union we have found that Brotherhood, benefits every one of us. We and our families are stronger and better off because of it.

May Brotherhood among all men prevail everywhere, every day!

The Brotherhood Of The Sea

The Seafarers International Union

Atlantic & Gulf District • AFL-CIO

