

GAW And The Maritime Industry

—A Report To The Membership By Paul Hall

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SEAFARERS LOG

July 8
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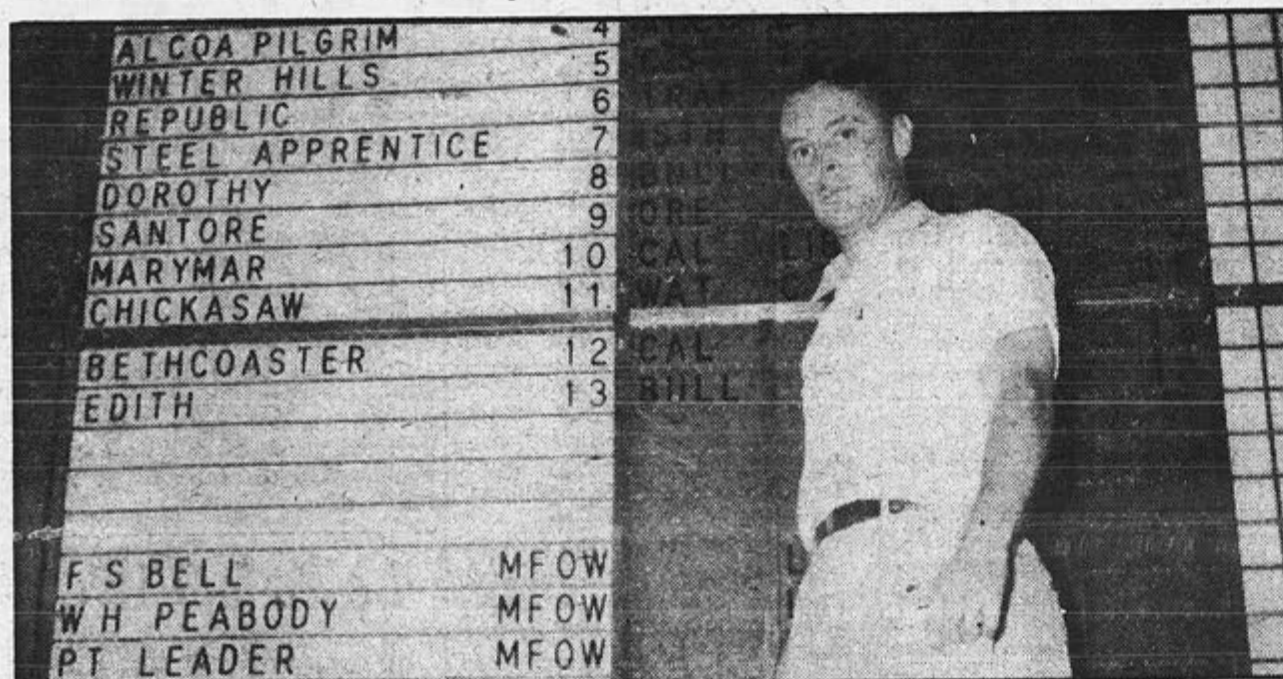
• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •

AMERICAN SEAMEN WIN CARGO FIGHT

Story On Page 3



'Thank You' Note. E. L. Slaughter (center) sec'y of AFL Longshoremen's Union, and Larry Long (l), president, give plaque to SIU for aid in NY dock beef. Sec'y-Treas. Paul Hall accepts in behalf of membership.



On The Board. Marine Firemen's Union jobs go up on shipping board in SIU Baltimore hall as M F O W agent Tom Meyer readies job call. M F O W moved port offices into SIU hall, joining several other unions, including the Masters, Mates and Pilots, AFL Marine Engineers and Baltimore Federation of Labor.



All Saved. First boatload of passengers from grounded Philippine steamer Nep-tuno comes aboard SIU-manned Steel Admiral. SIU ship rescued 186 passengers from stricken ship without injury or loss of life. (Story on Page 7).

AFL Maritime Unions Vow New Waterfront Drive

Representatives of over 100,000 AFL maritime workers, in the AFL Maritime Trades Department, including the SIU A&G District, have pledged "full physical, financial and moral support" to the drive to unite all longshoremen in the US and Canada under the AFL banner. Expressing the belief that the AFL-expelled International Longshoremen's Association is crumbling, the delegates declared that a stepped-up MTD campaign under the banner of the International Brotherhood of Longshoremen, AFL, would successfully conclude the organizing job in short order.

The MTD meeting, held in New York on June 30, set the stage for a full-scale MTD convention to be held later in the year. Representatives elected new MTD top officials to administer the affairs of the organization prior to the convention. They also undertook preliminary discussions on possible merger problems and pledged mutual aid to member unions on contract disputes and other matters of importance.

Two Expellees

While pledging MTD support to the IBL, delegates noted that there were two unions in the longshore field which had been expelled from major labor federations; the ILA on the East Coast and the ILWU (formerly CIO) on the Pacific Coast. They said accordingly that AFL unionization of waterfront workers would be a "continuing objective" in which they would give full backing to the IBL to win genuine unionism for all longshoremen.

MTD had originally been organized as a separate AFL waterfront department representing seamen, teamsters, longshoremen, operating engineers and other waterfront crafts. With the AFL's expulsion of the ILA, there no longer was an operating longshoreman's section in the organization.

However, the International Brotherhood of Longshoremen, AFL, received its full autonomy last year and has been successful in firmly establishing itself in the industry, paving the way for its direct participation in MTD.

Officers Named

IBL's key role in future MTD planning was indicated by the election of E. L. Slaughter, secretary of the IBL, as secretary-treasurer of the MTD to serve under Harry Lundeberg of the Sailors Union, who was elected MTD president. Jack MacDonald of the International Union of Operating Engineers, will continue as vice-president of the organization.

In its statement on the longshore problem the MTD meeting said it was the group's "unanimous

pledge" to give the IBL "full and complete support as a solid group of over 100,000 trade unionists."

"Longshoremen," they added, "must be given the right to genuine trade unionism and job security free of mob domination. . . . To this end we are instructing our affiliates and our port councils in the United States and Canada to work on all levels toward the con-

tinuing objective of bringing all longshoremen in the nation under one banner—the AFL.

"We therefore pledge as a body, physical, financial and moral aid to our affiliate, the IBL, until this goal is realized."

Delegates also invited the International Brotherhood of Teamsters to participate actively and assist the IBL in its drive.

Attending the meeting were representatives of the AFL Radio Officers Union, Masters Mates and Pilots of America, Sailors Union of the Pacific, Brotherhood of Marine Engineers, the International Brotherhood of Longshoremen, the Sailors Union of the Pacific, the Marine Firemen's Union, Marine Cooks and Stewards, AFL, the Staff Officers Union and the Seafarers Union, A&G District.

SIU To Air Position On Bonner Bill

WASHINGTON—With the start of open hearings by the House Merchant Marine Committee on the Bonner proposals for US rule of seamen's contracts SIU representatives are now prepared to testify to set the record straight. SIU of NA president, Harry Lundeberg, will appear at the open hearings as well as Paul Hall, A&G Secretary-Treasurer.

To Testify

Lundeberg and Hall are going in to testify solely in order to counteract the distorted picture given at the hearings by shipowner representatives.

Under tentative plans submitted by committee chairman, Representative Herbert Bonner, wages in the maritime industry would be frozen, and any contract matters affecting wages, manning scales, overtime and other items would be subject to the rule of a new Government board.

In effect the proposals would deprive seaman of the right to bargain on wages and conditions through their unions.

Shipowners Seek Bill

Shipowner representatives have enthusiastically welcomed the Bonner proposals and in the course of the hearings have taken the opportunity to blame all the woes of the industry on seamen and their unions. The shipowners were conspicuous in their silence over industry shortcomings deriving from indifference and hostility to the merchant marine in some Government quarters, competition from American-owned shipping under runaway flags, direct competition from Government-operated MSTs ships and their own failure to explore and exploit new areas of business, such as the St. Lawrence Seaway.

Propose New Maritime Study

WASHINGTON—Another proposal for study of the maritime industry is in the Congressional hopper with Administration support. The bill calls for Government research into all operating phases of the industry. It has been submitted to the House Merchant Marine Committee.

The purpose of the proposal would be to aim for more efficient and economical operation of merchant ships through research, design and developmental work in the field.



Glenn David Burke, 3, waits patiently as dad, Billy Burke, bosun, fills out family benefits enrollment card under SIU Welfare Plan. Burke has another son, Patrick, 2, and lives near SIU headquarters in New York. He was last on Iberville.



One of first to receive benefit of new SIU family surgical and hospital benefits is Mrs. Remberto Duo of Miami Beach. She is shown here in Victoria Hospital with her husband and Dr. J. A. Sperepoulos. Mrs. Duo's claim has been paid by the Welfare Plan.

1st SIU Family Benefits Average \$300 Per Case

Five claims totaling \$1,225 have already been paid and ten more are pending in the first month's operation of the new dependent benefits under the SIU Welfare Plan. Of the five claims, one was a minor one, with the averages of the other claims payments being about \$300 each.

The new dependents' benefits covering Seafarers' wives and unmarried children under 19 years of age went into effect on June 1 and the five claims already handled represent payments to Seafarers for hospitalization expenses and surgery for family members. The other claims are now being processed by the SIU Welfare Plan.

Seafarers who have any questions about the new dependents' benefits, or who expect one of their dependents to be hospitalized or undergo surgery in the near future are urged to get in touch with the nearest SIU port agent.

Contacting the agent beforehand will be of considerable aid in expediting claims since the agent will be able to get the claims procedure started immediately. It's also the best way for a Seafarer or a mem-

ber of his family to get full and complete information on this phase of the Welfare Plan.

Under the dependents' benefits, the Welfare Plan covers hospital room and board at the rate of \$10

a day for a maximum of 31 days, plus additional hospital expenses up to \$100. The Seafarer pays the first \$50 of these bills and the Welfare Plan picks up the tab for the rest up to the indicated limits.

The Plan also covers surgical costs according to a surgical schedule up to a maximum of \$300 and doctor's visits to the hospital in non-surgical cases up to \$4 daily for 31 days.

Eligibility

Under the SIU Welfare Plan, the following are the eligibility requirements for dependents' benefits:

- The Seafarer needs 90 days' sea time on SIU-contracted ships in the previous calendar year plus one day's seetime in the previous 90.

- Dependents who are eligible include the wives of Seafarers and unmarried children of Seafarers under 19 years of age. Get any further details from your nearest port agent.



SEAFARERS LOG

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

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Certificates Speed Welfare \$ \$

Payment of cash benefits to Seafarers under the SIU's hospital and surgical benefit plan for Seafarers' families will be speeded up considerably if the Welfare Plan has copies of Seafarers' marriage certificates and birth certificates for their children.

The marriage certificates and children's birth certificates are needed to establish proof of eligibility under the Plan. If Seafarers have photostats of these documents made and turn them in to the nearest Union office, it will eliminate delays in payment of benefits.

All documents will go into the Seafarer's personal file at the office of the Welfare Plan and are strictly confidential.

Crew Restricted, SIU Wins \$8,000 Overtime Claim

NEW YORK—Thirty seven Seafarers who were aboard the San Mateo Victory on a trip to Newfoundland last year will come in for a share of \$8,000 in overtime as a result of recent Union action on a restriction to ship beef.

The bonanza, now payable by the Eastern Steamship Co., stems from an agreement involving the SIU, the company and Government shipping officials on the "restriction" issue. Payment has been held up pending a final okay by the Maritime Administration on the legality of the beef.

A recent settlement also provided for the setting up of machinery for collecting on this type of beef in the future, SIU Assistant Secretary-Treasurer Claude Simmons reported.

In the future, when the company and the Union agree that overtime is payable for a restriction on a Government-chartered vessel, the company can now pay the men and will in turn be reimbursed by the Government.

The restriction here involved concerned the stay of the San Mateo at St. George's Bay, Newfoundland. The Seafarers were not allowed to enter the military reservation there although the ship lay at anchor for some time.

Shipping Still Booming

Shipping continued moving at a fast pace for all ratings here during the past two weeks, with only chief stewards feeling a pinch. Stewards have been moving out very slowly.

However, the boom for rated engine department men continues as before, with pumpmen still at a premium. Simmons again urged all Seafarers who can qualify for this rating to go up for pumpmen's

New Ships Pep Seattle

SEATTLE — Two more ships were added to the SIU roster when Seafarers in this port signed aboard the Ampac Idaho and the Mojave under a contract recently signed by headquarters with Trans Oceanic Marine Company. The new ships were just so much gravy on a very favorable shipping picture in this port which has been consistently one of the best spots on both coasts for Seafarers anxious to get out in a hurry.

Outlook Good

The two new ships were among five sign ons handled by this port along with a very heavy load of in-transits, ten in all. Two payoffs and more vessels due add to the desirable outlook.

Far East shipping is responsible for all the action here, in addition to the regular Calmar in-transits on the lumber run.

endorsements so that they can throw in for these jobs.

He pointed out that the Union has signed several new tankers lately, so that the need for this rating is even greater than before.

5 Years Of SIU Welfare: 2 1/2 Million

Just five years old this month, the SIU Welfare Plan has paid out nearly \$2 1/2 million to Seafarers and their families to help them over the rough spots. Of that total about \$1 1/2 million has been paid out in the last two years of the Plan because of the addition of many new benefits and a number of increases in old ones.

The figures on cash benefits paid do not cover all the Welfare Plan's services. Additional benefits have gone to Seafarers in the form of recreation and dormitory facilities, the meal book plan and the recently launched Andrew Furuseth training school in Mobile.

Healthy Backlog

All benefits paid under the Plan are financed by shipowner contributions at no cost to Seafarers. Benefits paid to date include the following:

- Hospital benefits, paid since July 1, 1950 (rate of payment originally \$7 weekly; increased to \$21) \$693,131.50.
- Death benefits, paid since July 1, 1950 (originally \$500, increased to \$3,500) \$1,244,978.81
- Disability benefits, paid since May 1, 1952 (originally \$20, increased to \$35 a week) \$107,030
- Maternity benefits paid since May 1, 1952 at \$200, \$385,400
- Scholarship awards worth \$6,000 per scholarship for four years, since September, 1953: \$72,000

While doing all this, the Plan has built up a healthy backlog of assets in the form of \$1.7 millions in Government bonds while keeping about \$450,000 cash on hand.

The astonishing growth of the Welfare Plan from its modest beginnings in 1950 and its current financial soundness are due in large part to direct Union administration of funds. Self-administration eliminated the normal insurance company take and red tape, reducing operating costs accordingly.

Shipowner contributions now stand at 75 cents a day, having been increased 15 cents daily in the Union's most recent negotiations.

American Seamen Win Cargo Fight, '50-50' Law Saved

WASHINGTON—American seamen and the maritime industry won a major pork-chops victory when the House of Representatives crushed a repeal move against the "50-50" law by a vote of 181 to 51. The key vote came in the course of debate on the Government's foreign aid program for the 1955-56 fiscal year.

The vote represented a stunning defeat for foreign shipping lobbyists aided and abetted by elements in the State Department. The foreign lobbyists had attempted to line up an Administration-farm bloc coalition to upset "50-50."

Since the law requires that at least half of American aid cargoes go in US ships, repeal would have forced the lay-up of scores of ships and caused heavy unemployment among seamen.

This is the eighth year in a row that foreign shipowners joined with anti-merchant marine forces to force a floor fight on "50-50". The first fight began with the passage of Marshall Plan legislation back in 1948 and it has continued year by year every time a foreign aid bill came up.

Squeeze On Farm Bloc

Since Congress passed a permanent "50-50" law last year, foreign maritime nations adopted a new tack. Some of them had been refusing to accept shipments of agricultural surpluses in order to put the squeeze on the farm bloc. With farm bloc votes they hoped to kill "50-50" and then monopolize all US aid shipments.

In their anxiety to weaken or repeal this law, anti-merchant marine elements have even gone to the chairman of the House Merchant Marine Committee, Representative Herbert Bonner, to try to persuade him to spearhead a move against "50-50." Members of the Merchant Marine Committee traditionally have been the strongest supporters of the legislation.

The House vote indicates that the move to kill "50-50" in agricultural shipments or in any other area will meet with short shrift in Congress.

Cost Differences Small

Actually the foreign lobbyists had suffered a severe setback in hearings before the vote when Department of Agriculture spokesmen admitted "50-50" would not add materially to the cost of disposing agricultural surplus. The bulk of such cargo is carried on cargo liners and in this area, freight rates are exactly the same on both American and foreign flag ships.

The rate differences would show up in the estimated 20 percent of surplus cargoes that would be carried on American tramps, total costs of the program involving hundreds of millions in surpluses would be about \$2 million more under "50-50."

Further, should "50-50" be defeated, foreign ships would soon drive many American operators out of business and then would be in a position to charge what the traffic would bear.

With foreign ships carrying over 80 percent of US commercial cargoes, even in the face of US operating subsidies, abolition of "50-50" would have been a serious blow to

the jobs of thousands of American seamen. Moreover it would have indicated Congressional willingness to dump the US merchant marine in order to solve a short-range

problem of agricultural surplus. As such, maritime observers consider the "50-50" vote a tipoff on Congress' favorable attitude toward a strong US Merchant fleet.

MFOW Welcomed To Baltimore Hall



Baltimore agent, Earl Sheppard (left), gives hearty welcome to Tom Meyer, Marine Firemen's Union representative, as the MFOW in Baltimore officially took up residence in the SIU hall there. MFOW joined several other unions in SIU hall which is fast becoming trade union center of city.

Longshoremen Hail SIU Aid In NY Dock Drive

The leading role played by Seafarers and their Union in aiding the International Brotherhood of Longshoremen's drive on the New York waterfront was commemorated in the form of a plaque accepted for the SIU by Secretary-Treasurer Paul Hall. Larry Long, president of the IBL-AFL made the presentation at the headquarters membership meeting of June 29. On hand was a sizable group of New York longshoremen to express their appreciation to the SIU.

The plaque was presented because of the SIU's vigorous aid in behalf of IBL-AFL in that union's 1953-1954 waterfront election campaign, as well as for the SIU's continued friendship and support for IBL since then.

Invaluable Aid

In making the presentation, Long declared that the IBL could not have put up the fight it did nor come as close to winning were

it not for the invaluable assistance given by hundreds of rank and file Seafarers and by the SIU organization at large. He thanked the SIU for its steadfast support of IBL since it was first organized in September, 1953.

The SIU membership has gone on record on several occasions to assist and support the IBL in the Port of New York and elsewhere. This is still the officially-stated policy of the Union as approved by the membership.

IBL-AFL was originally formed in September, 1953, after the expulsion of the International Longshoremen's Association from the AFL. It operated under a trusteeship until last summer, when it received full autonomy.

ILA Masquerade Stars Alsop, Higgs

Although it has failed to make any headway as a union in the past nine months, former behind-the-scenes operators of the ILA's disguised crimp rig, the "United International Seamen's Union" Local 1824, have officially taken over and are attempting a new money raising gimmick. Replacing Louis Le Doulx and Captain George Bellasakas — the former front men — are Keith Alsop, former SIU Galveston port agent and Bill Higgs, former Seafarer expelled from the Union last year for working with the ILA to block the AFL drive on the waterfront despite the SIU's membership-adopted policy to the contrary.

Both Alsop and Higgs were active in the attempt to unseat SIU Secretary-Treasurer Paul Hall in the last SIU election, an attempt in which the ILA and its president, Captain Bradley, took a hand in the form of direct cash contributions to anti-Hall elements.

Cobb Sentenced

The election was climaxed by an attempt to assassinate Hall for which one man, James Cobb, confessed triggerman in the plot has now been sentenced to a prison term, and others, including Ray White, Hall's opponent in the election, are under indictment.

White, Higgs, Alsop and attorney Benjamin Sterling were active in concert during the election campaign with Higgs handling ILA funds and Sterling acting as an intermediary in these financial transactions.

As reported by the Bergen County district attorney's office, Sterling was named by Cobb as the man who was to pay him the balance of his fee for the assassination. Sterling has also been identified with the ILA "seamen's union."

The new fund-raising device Alsop is using is a "souvenir" journal in which "friends" in the maritime industry are being asked to

take complementary ads at anywhere from \$7.50 to \$100, depending on which order blank they get.

Local 1824 was originally chartered last fall by ILA Captain Bradley with the intent to raid US ships and harass the SIU. Its leaders boasted at the time that they would sign contracts with anybody, anywhere.

Despite these boasts, the new "union" was d. f. e. n. d. e. d. in the NMU's official newspaper, The Pilot. The publication gave prominence to assertions by ILA President Bradley that the "union" would go out to raise standards on foreign-flag operations. Actually they were acting as shipping crimps by supplying AB's at \$95 per month to foreign-flag vessels without any contract protection to the men.

Actually the record of performance of Local 1824 in the past nine months bears out SIU charges that it was nothing more than a crimp operation. It has no contracts with any American or foreign-flag shipping companies. Instead it has collected "dues" and "initiation fees" from crewmembers of runaway flag ships on the promise of handling their beefs, but has then turned around and shipped new crews to these very same vessels without taking any action on wages, manning scales and working conditions.

The practices of the crimping have brought about its official condemnation by the International Transport Workers Federation, a world-wide organization which includes seamen of major nations. The ITF is now undertaking an all-out drive in this field, which the ILA is attempting to harass.

SHIPPING ROUND-UP AND FORECAST

JUNE 15 THROUGH JUNE 28

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	9	4	6	8	3	1	18	13	31
New York	95	20	58	24	58	14	211	58	269
Phila.	30	8	29	13	18	6	77	27	104
Balto.	77	43	42	19	29	26	148	88	236
Norfolk	7	14	5	6	4	5	16	25	41
Savannah	14	8	10	7	3	1	27	16	43
Miami	6	5	2	2	11	6	19	13	32
Tampa	4	3	3	3	5	1	12	7	19
Mobile	27	9	15	6	23	9	65	24	89
N. Orleans	41	10	26	9	33	19	100	38	138
Lake Charles	11	13	3	9	3	10	17	32	49
Houston	16	9	12	5	4	8	32	22	54
Wilmington	9	5	2	1	4	3	15	9	24
San Fran.	18	6	9	14	13	11	40	31	71
Seattle	15	13	3	9	15	15	33	37	70
Totals	379	170	225	135	226	135	830	440	1270

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	3	1	1	0	0	0	0	1	2	6
New York	98	9	3	52	27	9	49	17	7	271
Phila.	22	5	0	17	8	1	11	6	0	70
Balto.	50	27	3	32	18	3	23	17	4	177
Norfolk	8	9	7	8	7	11	10	1	13	74
Savannah	8	6	0	0	6	1	5	1	0	27
Miami	2	0	0	1	2	2	7	9	0	23
Tampa	6	2	1	0	1	0	0	0	6	10
Mobile	39	4	2	31	9	0	33	5	0	123
N. Orleans	38	9	1	24	20	0	32	17	3	144
Lake Charles	12	5	0	3	6	0	3	4	1	34
Houston	15	2	0	16	6	0	10	8	0	57
Wilmington	9	4	8	5	3	12	2	2	5	50
San Fran.	19	12	0	5	12	3	9	10	4	74
Seattle	8	10	4	10	9	3	6	6	7	63
Total	337	105	30	204	134	45	200	103	45	1203

Here is copy of "touch" letter sent out by ILA crimp outfit over signatures of Keith Alsop, ex-SIU Galveston agent, and expelled Seafarer Bill Higgs.

The A&G District's shipping totals continued to hold to a high level in the past two-week period although falling off an even 100 jobs from the extra-good figure of the previous two weeks. Still, total shipping of 1,203 jobs compares very favorably with the registration figure of 1,270. Once again, the number of class C men shipped rose, this time to a record high of 120 jobs, showing the lack of Class A and B men in those ports where shipping was hot.

Outlook Good

Further, the future outlook for the District as a whole is favorable although individual ports may do better than others.

The biggest shipping increase was in Norfolk which found itself hard put to find men to put full crews aboard three ships. West Coast ports also did extremely well with two new SIU-contracted vessels coming out of Seattle. The West Coast ports all report that class A men can get out at will

with very few in this category available.

Major ports on this coast held up nicely with Mobile showing considerable improvement. Smaller East Coast ports with the exception of Norfolk had slow going with few men moving off the beach.

Class A shipping held very closely to the last two weeks and increased its relative share of all shipping to better than 61 percent. Class B shipping dropped off to 29 percent with class C men getting 10 percent of the available jobs.

BOSTON: In summer doldrums; little future prospects. **NEW YORK:** still doing very well except for chief stewards, tops for pumpmen and other engine ratings. **PHILADELPHIA** doing well and future looks satisfactory. **BALTIMORE:** Had very good two weeks and more of the same is due. **NORFOLK:** Crewing of three ships cleaned this port out. Set to crew Catherine and expecting two payoffs.

SAVANNAH: Has been slow. Crewing one ship and two others scheduled for payoff. **MIAMI:** Shipping holding pace with registration. **TAMPA:** No change in picture here. Little action expected. **MOBILE:** Improved from previous status. Outlook is fair with Topa Topa due to take crew and seven payoffs in offing. **NEW ORLEANS:**—Outlook is fairly good with six payoffs scheduled.

LAKE CHARLES: Holding to fair shipping pace. Enough A and B men available to handle needs for next period. **HOUSTON:** Slowing down and outlook is poor. Shipping in past period was almost all deck department. **WILMINGTON:** Beach clean of class A men. Outlook is fine. **SAN FRANCISCO:** Some drop-off expected from very good shipping level. Class A men getting out with ease. **SEATTLE:** Still a very hot port with a fine shipping outlook. This port has been hopping for weeks now.

BOWLING GREEN 9-2128

UNITED INTERNATIONAL SEAMEN'S UNION

I. L. A. LOCAL 1824

FOUR SOUTH STREET

NEW YORK 2, N. Y.



KEITH ALSOP
SECRETARY-TREASURER

WILLIAM E. HIGGS
VICE-PRESIDENT

GEORGE BARONE
VICE-PRESIDENT

June 7, 1955

Dear Friend:

Local 1824 is holding its first Annual Dinner and Dance on July 12th, 1955.

Any surplus above the cost of operating this affair will be put into a building fund of which our Local is in dire need of.

As this is quite an undertaking financially, we are urging all our friends in the Maritime Industry to subscribe for an ad in our Journal.

Thanking you in advance, we are

Very sincerely yours,

George Barone, Vice-President

Keith Alsop, Secretary-Treasurer

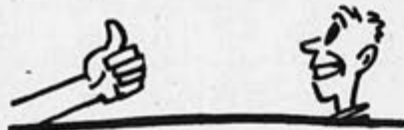
William Higgs, Vice-President

GAW And The Maritime Industry

—A Report To The Membership By Paul Hall

When the United Automobile Workers presented its demand for what is called the Guaranteed Annual Wage, it touched off a precedent that is bound to become a pattern in many sections of our economy. Walter Reuther, UAW president and head of the CIO, is attempting through GAW to solve a problem which has been confronting his people for years—the problem of the employer pulling auto workers on and off the job to meet the up-and-down pattern of production that has always been characteristic of auto manufacturing and to some degree, other mass-production industries.

In Guaranteed Annual Wage, Reuther hopes to find the solution to the unstable nature of employment in auto, by forcing the manufacturers to level off their production over the year. Current production methods in the car business, caused by peculiar marketing patterns, involves periods of heavy overtime hours. When the industry is going full blast, the manufacturers not only rely on the regular work force, but, in order to



meet schedules, call in workers from distant areas. When the production schedule is realized, these people are discharged and production goes into low again—the extra generally migrating and the regular worker getting only short work weeks or none at all.

Hopes To Change

Reuther's plan aims at modifying or changing a characteristic of the economy and it stems from a long-time concern over the employers' indifference to the stability of the auto industry and auto workers' general welfare. He is seeking to establish that the employer must treat the production worker in the same fashion as the office worker, who is on annual salary and who is not hired or fired according to the fluctuations of manufacturing.

This is, in essence, the UAW's plan for Guaranteed Annual Wage, or guaranteed annual employment, which is a more proper description.

True, the UAW did not achieve the full and ultimate objective in its first crack during the recent negotiations with the Ford Company, and later with General Motors. It accepted a compromise plan for supplemental unemployment insurance—to be financed



out of company contributions—which guarantees the auto worker 60 to 65 per cent of his average take-home pay, up to 26 weeks, in the event of a lay-off.

Opened The Door

But this was a promising start in winning acceptance of the guaranteed annual employment principle, without the necessity of strike action. Guaranteed annual employment will no doubt become a reality for auto workers in future bargaining negotiations.

The UAW plan is applicable to many large, mass production industries, especially those which have similar production and marketing patterns. In still other

industries, which operate under different circumstances, the problem of the workers involved is not similar to that of the auto worker. Quite likely, some unions will make their decisions on whether or not to follow UAW without regard to the relationship between their own and UAW's problem.

The National Maritime Union, for example, was the first CIO union to enter negotiations after the UAW plan was laid before Ford, and the NMU settled for a 25 cent per day contribution to a supplemental unemployment insurance fund.

Nothing Spelled Out

The NMU agreement provides for working out details within the coming year. Nothing is spelled out as to who will be eligible under the plan, other than that the employer will make the 25-cent payment into the fund. However, indications are that the NMU wants to set up something like this: The fund to establish a \$40 unemployment benefit, tied to existing state benefit systems. Where NMU men are eligible for state unemployment insurance, the fund would make up the difference between the state payment and the \$40. For example, in New York, where the payment is \$36 a week for unemployment insurance, a man would get an additional \$4 a week from the fund. There is nothing in the plan suggesting payments like a substantial portion of his regular wages, as in the case of UAW.

The problems in the maritime industry are peculiar to the industry alone. In auto factories and in other manufacturing industries, production, sales and income enjoy all-time highs—despite the regeneration and growth of foreign competitive products. The US maritime industry, though, is shrinking at an alarming rate. Since the end of the Korean hostilities, the US fleet and the number of jobs have continued to dry up. In auto, the



UAW sought through GAW to even out employment for the majority of its people in an atmosphere of heavy production schedules, but in maritime the principal problem is employment itself—jobs.

Fund For Few

In the midst of the bad times in our industry, there is no apparent point in making contributions to a fund which is calculated only to benefit the very small minority of men when they are out of work, and especially where there is no assurance that there will be a job to be unemployed from. Most maritime unions have managed to cope with the unemployment arising in the industry.

However, the problem of unemployment in the NMU is out of all proportion to that existing elsewhere in the maritime industry. This is due solely to the fact that Curran failed to establish the necessary seniority protection for the professional seamen in his organization. Consequently he alone faces the self-created problem of a vast number of seamen competing with each other for jobs without a sound system for recognizing an individual's seniority.

Insofar as the unemployment insurance aspect is concerned, our own union experience is that 3 percent of the men with top seniority—the Class A men—in a given period receive unemploy-

At the regular membership meeting of June 29, the Secretary-Treasurer asked for and received membership authorization to reopen the SIU contracts—under terms of the wage reopening clause. The Secretary-Treasurer also asked for authority to seek increased Vacation payments to be paid directly to Seafarers. In addition to these requests, the Secretary-Treasurer reported on the Supplemental Unemployment Insurance Fund negotiated by the NMU, its relationship to the Auto Worker's guaranteed annual wage plan, and its applicability to the maritime industry.

The membership went on record to accept the report and recommendations and further to instruct the editor of the SEAFARERS LOG to publish the details of the report so that it will be available to all of the membership—both at sea and ashore.

ment insurance payments from the states while they are unemployed. In the Class B seniority group, 8 percent of the unemployed men in this category get unemployment benefits. These two



groups within the SIU comprise the bulk of the regular, professionally seamen. The Class C man is generally the casual seaman and has no equity which qualifies him as a responsibility of the industry while he is in that seniority status.

SIU Seniority Protection

The very low percentages of men with Class A and Class B seniority ratings who take state unemployment insurance, despite the cut-back in shipping, indicates that in our Union seamen with seniority continue to enjoy job security, with the loss of ships having had its greatest effect on the Class C, or so-called casual group. The job possibilities for these people get slimmer during industry decline. And experience also shows that under such circumstances the casual seaman will leave the industry to try his luck at employment elsewhere.

To provide supplemental unemployment insurance benefits for these men would be somewhat unrealistic, because it would have the effect of subsidizing a pool of unemployables with little or no seniority in the industry and, consequently, would keep them hanging around hoping, but without assurance, that industry conditions would improve fast enough to bring them employment possibilities. For example, if the SIU operators were to contribute the 25 cents a day to an unemployment fund for every SIU man who works, the majority of these would be the men with seniority—the Class A and Class B men. But the principal beneficiaries of the so-called supplemental insurance fund would be the casual or Class C seamen, while the Class A and B men for whose work the major share of the contribution would be made, would, as our experience indicates, not even be in a position to receive any benefits from the plan.

No Production Control

Moreover, the maritime industry cannot control its production in the same manner that auto and other manufacturing industries can.

Shipping is dependent upon other industries for a flow of

goods. Shipping is a service, as contrasted to manufacturing, and vessels must be ready to move with cargoes dropped on the piers.

Shippers cannot be told that two American flag vessels have already sailed this week and that they must hold off till next week so that sailings can be evened out—not with Foreign Flag shipping in the field—and tied up right alongside US ships. There is an ever-present pressure of foreign competition which the American maritime industry is unable to govern or control. US auto has no such fears of foreign competition. Americans buy cars, not solely because of the production schedules, but because of their ability and desire to buy.

And, finally, the question of guaranteed annual employment has not yet been found palatable to professional seamen across the board. Our industry has problems for the individual unlike those of



the shoreside worker. The extended periods away from home, in relatively confined quarters on an around-the-clock basis, make it difficult to equate the seamen with the shoreside workers. Outside of the always-existing exceptions, professional seamen have not found it desirable to stay at sea for 50 weeks out of 52 aboard one ship, year in and year out, particularly as they are more and more raising families and establishing homes. That is why the SIU instituted the first industry wide vacation plan, so as to guarantee to every man the money coming to him that he ordinarily would be entitled to in the form of vacation, to be taken at his own timing and convenience.

There are exceptions of course, to be found particularly aboard passenger ships, where personnel will stick to a ship because of the generally short period the vessel is away from its home port.

As in all cases in attacking a problem, the tactics are shaped by the particular needs of those involved. In auto, the problem was one of smoothing out controllable production to assure the regular worker with proper seniority in the auto industry of his fair share of the industry's employment and to prevent the employer from using the worker as a commodity to be used and junked as he saw fit. And in GAW the UAW has effec-

tively made this point. But this is not the type of problem that prevails in the maritime industry. The big problem is to increase the number of vessels sailing under the American flag, and thus swell the number of jobs available to seamen.

No Relation To GAW

It appears that, at this moment, the idea of assigning funds to give to relatively few men who may get unemployment insurance payments from the states, a couple of extra dollars, in no way represents the same accomplishment for all seamen, in the manner that guaranteed annual employment does for all auto workers.

This leads to the obvious question which many have asked: Why has the NMU jumped behind the idea of supplemental unemployment insurance? Actually, the NMU did not originally call for this type of unemployment set-up. When CIO president Reuther some time back announced his plans for a guaranteed annual employment and wage plan for auto workers, the NMU took a similar position. When Reuther accepted supplemental unemployment insurance as a stepping stone toward his ultimate objective, the NMU then accepted establishment of a supple-



mental unemployment insurance fund, financed by operator's contributions.

The NMU was the first CIO union to enter negotiations for contract renewal after the CIO Auto Workers concluded its bargaining with the Ford Company for the guaranteed annual wage. Topmost in the mind of Reuther was the winning of acceptance by the auto industry of that concept. Curran obviously wanted to use the NMU bargaining sessions to show his acceptance of the CIO leader's principles, irrespective of their particular relationship to maritime conditions and seamen's problems, and jumped on the bandwagon, so to speak.

Curran's ability to follow a line which he feels is politic for him made it comparatively easy for him to endorse the policy adopted by top CIO. He obviously did not make his decision on the basis of the issue involved but rather on the practicality of the politics. Thus it was just as simple for him to hail Walter Reuther and the Reuther plan and push it in his own organization as it was for him to blast Walter Reuther and Reuther's brand of union activities not too long ago when Curran and



some of his Commie Pals followed a line of denouncing Reuther. On May 28, 1943, for example, Curran who at that particular time was religiously following the CP line and was courting for position with the party leadership, found it politic to castigate Reuther in this fashion when he stated: "The Reuther forces in working alliance with the Trotskyites are instigating strikes... The Reuthers, Trotskyites, ACTU-ers, are also bent on destroying the war effort... They are now trying to cause division in the ranks of the United Auto Workers... It is our job... to denounce" (Continued on page 14)

CS Now Building Biggest US Tanker

BALTIMORE—The biggest news as far as the American Merchant Marine is concerned around here is that the Bethlehem-Sparrows Point Shipyard is enlarging its ways so that it can build tankers and ore carriers of at least 50,000 tons capacity.

This is important because there are hardly any facilities available for commercial ship construction in the giant class in the United States.

Actually the keel for the largest cargo ship yet to sail under the Stars and Stripes was laid on one of these ways only two weeks ago.

The largest single cargo of grain ever loaded in the port of Baltimore went out last week on an SIU-manned ship, the Robin Trent. The ship sailed for Rijeka, Yugoslavia.

It will be the first supertanker built under the tanker-trade-in-and-build program, which was passed by Congress last year.

That tanker of 32,750 tons capacity is one of three ordered under this special program by the SIU-contracted Cities Service Oil Corporation. All will operate coastwise between Lake Charles and North Atlantic ports.

All three of the 720-foot tankers are to be built at Sparrows Point. For each of the supertankers Cities Service is trading in two T-2 types.

Laying of the keel on the first of these on the new way was an elaborate ceremony, said to be the most elaborate held for any keel-laying in the nation.

As the flag-bedecked section of keel—40 by 44 feet—was moved across into position by the giant cranes, seven "godfathers" stood by with white gloves to help push it firmly in place by means of seven specially-attached stanchions, on which were fitted special brass knobs inscribed with the data concerning the keel-laying to be kept as souvenirs.

Lake Chas. Painters Get New Pact

LAKE CHARLES — AFL painters here marked an extra celebration over the July 4th holiday weekend, as the threat of a possible lockout vanished with the signing of a new contract last Friday, July 1.

Speculation up to the pact deadline had indicated a probable lockout by industrial contractors with whom the painter had been locked in a dispute for some time.

Painters Union spokesmen reported the new settlement agreeable with all hands, ending the chance of a full-scale work stoppage this week after the holiday had ended.

In another labor development, the AFL Metal Trades Council is still hammering away at negotiations with the Firestone Rubber Company.

Port Smooth

Affairs of the port, meanwhile, continue to run smoothly. SIU Port Agent Leroy Clarke pointed out that a fair amount of ships paid visits here during the past two weeks, each taking a few replacements and cutting down the available manpower.

He cautioned again, however, that there are enough class A and class B men registered at the hall to handle all expected jobs, so that no one should get a mistaken idea of the present shipping picture. No sudden boom is in prospect here.

Ala. AFL Leaders Visit SIU



While touring SIU Mobile hall, Ala. AFL leaders Carl Griffin (left) and W. L. Huffaker hear about SIU training school plans from Cal Tanner, port agent. Griffin and Huffaker recently were elected president and first vice-president of Ala. State Federation of Labor.

Gov't, Operators Settle Lawsuit For 23 Ships

WASHINGTON—Settlement of the Government's case against more than half the freighters and tankers allegedly owned by non-citizens has been reached. Several companies

allegedly controlled by Manuel Kulukundis have agreed to pay the Government \$1,400,000 and transfer the ships to citizen-owned corporations.

The settlement involves 23 ships and seven corporations, many of them companies under contract to the SIU. Among them are Seatrade Corp.; Seatrade of Delaware, Tramp Shipping Corp.; Philadelphia Marine and Potrero Corp.

In all of the cases the Government slapped liens on the ships on the ground that they had been bought from the US by corporations controlled by non-citizens, in violation of the Ship Sales Act. The act provided that ships sold

for operation under the American flag must be purchased by corporations in which US citizens have majority control.

One more SIU-contracted company, in the Kulukundis group, Veritas Steamship, is still in litigation.

In addition, there are 22 other ships controlled by interests connected with A. S. Onassis which are still under Government seizure. A civil suit is pending in Federal court against these ships, many of which are SIU-contracted. Settlement of the Kulukundis case indicates that a similar arrangement will be reached on these vessels.

New Law To Spur Mobile Cargo Biz

MOBILE—All segments of the shipping industry here are hoping that the long-awaited upsurge in activity for this port may come about soon as the result of a bill just passed by the State Legislature giving control of the State Docks back to the Governor.

The measure was bitterly opposed by the anti-labor group here, headed by ex-State Sen. Tom Johnson, who was defeated for reelection by a large labor vote last year. Johnson is the author of the state's controversial "right-to-work" law.

Backing the bill, Governor Folsom announced that one of the first steps he would take under his new powers would be to open up shipping terminals as far away as Jackson, Ala. This would extend the Mobile waterfront some 75 miles and help to provide greater service to shippers at less cost.

Shipping Up

Shipping during the past two weeks showed a marked improvement over past periods, although the relief was considered only temporary at this time. The dispatcher shipped 123 men to regular jobs and another 112 to relief jobs around the harbor.

However, the good shipping can only be attributed to that fact that three ships, the Ames Victory, Topa Topa and Claiborne, came out of the shipyard and took full crews. Prospects for the coming two weeks are expected to be slim once again.

Port Agent Cal Tanner also suggested that Seafarers should note the change in the location of the USPHS outpatient clinic, starting this week. The new clinic is at the Custom House on St. Joseph St., in the downtown area close to the docks.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

Written for
The Seafarers Log
by Sidney Margolius,
leading expert on buying

Buying Calendar For July

Your living costs will be a bit easier for this month if you take advantage of the many July sales and clearances, especially of clothing, to anticipate your needs.

But July's cut-price sales are only the prelude to a new boost in living expenses in late summer as pork, eggs, milk and other important staples embark on their seasonal price climb. All that the recent "remarkable stable" period of living costs, as the U S Bureau of Labor Statistics described it, has meant to moderate-income families is that retail prices leveled off at record highs while prices of wholesale commodities went down.

Used-car seekers will also find price cuts in July as tags on second-hand vehicles get the traditional post-July 4 trimming. In new cars, current inventories are reported to be close to the heaviest in history, so shop for the best deal. The '56 models will be moving into dealer's hands in the second half of the year, with a little improvement over the '55 cars, especially in torque (forward thrust). The '55 models themselves have been acclaimed by experts as showing a noticeable improvement in roadability and handling over previous years.

Sales On Shoes

Perhaps the most useful July sales are the semi-annual shoe sales, with most stores and brands offering 10-20 per cent off on staple styles. Shoes are the only clothing item which have not dropped in price these past two years, and even actually rose further this year. So it's valuable policy to time the family's shoe buying for July and January when possible.

Here are buying tips on shoes and other goods:

Shoes: Proper shape and fit are pretty nearly as important as quality in determining how much wear you'll get from shoes, as well as their comfort. Do you know

how to tell whether the last is right for you? According to experts, the heel seat should grip your heel firmly but without binding. The shoe should also conform to the natural shape of your foot, and be as straight along the inner edge as possible. If you put your feet together, your shoes should touch at the heel, and from a point just in back of the joints of the big toes up to the end of these toes.

Manufacturers' sizes vary. Always try on both shoes with your weight on them, making sure there is a half-inch of space beyond your toes and that the big joint of your big toe comes just where the sole rounds in on the inside edge.

Welt Construction

Shoes made with a "Goodyear Welt" are generally most durable and comfortable, and can be repaired most neatly. In this construction, the upper is not attached right to the sole, but both upper and sole are sewn to a thin strip of leather called a welt. You can run your hand inside a welted shoe and find the insole is smooth with no signs of tacks or stitches.

A good many women's and children's shoes are not made with the welt construction, however. Lower-quality shoes often have upper and sole stitched directly together. Such shoes cannot be as neatly repaired as welt shoes. Some better-quality women's shoes are made without welt, but with insole held together with tiny staples and a lockstitch. You can see the lockstitch if you lift the thin lining over the insole, but in well-made women's shoes, you won't see any signs of staples or tacks.

Home Appliances: Another combination washer and dryer, by Westinghouse, has come on the market. Like the Bendix combination already out, the machine goes through the entire cycle of washing and completely dry-

ing clothes without you touching them. The only labor-saving you get from a single wash-and-dry unit over a separate washer and dryer, is that you don't have to lift the damp clothing from one machine to the other. Nor is there any price advantage. Both the older and new combination washer-dryer have make-believe list prices of \$525 and \$530 (actual selling prices run 20-30 per cent less depending on the competitive discount situation in your locality). At the same cost you can buy a team of top-quality separate machines. But there is a noticeable space-saving advantage in the single washer-dryer units. The older model, by Bendix, is 36 inches and the new Westinghouse unit is 32. In contrast, a separate washer and dryer are usually 29 inches apiece—58 for the team.

Repairs Sometimes Costly

But there is a concern over the matter of repairs. Owners' and repairmen's experience with the washer-dryer already on the market has been quite uneven. Some have operated all right, perhaps because owners gave them good care, while others have needed frequent repairs at heavy cost. Motors and heating elements are all noticeably more costly to replace than for separate washers and dryers.

Rugs: Families seeking to buy carpets in the mid-summer sales will find them more expensive this year. Mills raised wholesale prices as much as six per cent this spring. Some retailers have inventories purchased at lower prices on which they have not raised tags, so comparison-shop for these better values.

Foods: Pork prices have been going up. Beef is still in heavy supply and reasonable. Look for specials on beef to stock up your freezer, too. Another money-saver at this time is canned tuna fish, in heavy supply and being subjected to sharp price-cutting.

ALCOA RANGER (Alcoa), May 29—Chairman, H. Franklin; Secretary, R. Brain. Explanation of new Welfare Plan benefits was given by headquarters. Vote of thanks was extended to all responsible for these new benefits. Clarification made on custom declaration slips and ship's repairs are moving along good. It was decided that \$1 will be collected from each crew member to pay for same. Steward agreed to improve on food and service.

June 2—Chairman, R. E. Stahl; Secretary, R. Delgado. Motion made and carried that all communications from headquarters be accepted and concurred. Things running smoothly aboard this ship.

BETHCOASTER (Calmar), May 31—Chairman, R. J. Brown; Secretary, Ralph Tyree. Deck delegate reported

Digest of ships' Meetings

that there are some unsettled overtime beefs since January. There is also a beef regarding sailing board time. Recent communications from headquarters accepted and concurred. It was suggested that the patrolman be consulted about super-cargo man not signing meal tickets. A suggestion was also made to see the chief mate about getting keys for the foc'sle. Since the company refused to set sailing board time a request was made that boarding patrolman settle this in Baltimore.

CHIWAHA (Cities Service), June 3—Chairman, S. Whipple; Secretary, J. Merrell. Old and new repairs have been taken care of. All communications from headquarters were posted and accepted unanimously.

DEL VALLE (Delta Line), May 15—Chairman, H. Higginbotham; Secretary, T. A. Scanlon. Brother Muree resigned as ship's delegate. H. Higginbotham elected in his place. O. Manifold elected secretary and reporter. Suggested that crew give daymen a break, letting them use the washing machine over the week end. Three steward department rooms to be painted this trip. Ship's delegate was requested to speak to the chief mate regarding painting the 4 to 8 engine department room. It hasn't been painted in over two years.

JULESBERG (Mathiasen), May 31—Chairman, R. Douglas; Secretary, J. Decineu. All communications from headquarters were read, posted, accepted and carried unanimously. Things running smoothly.

May 28—Chairman, R. Douglas; Secretary, H. Berner. One brother left ship in El Segundo, California, at sailing time. Crew will ask patrolman for clarification on shipping rules, transportation, and to inspect all foc'sles. No disputed overtime aboard. Captain will check division of wages with patrolman. Motion made and carried that all beefs will be turned into delegates to be settled with boarding patrolman. Motion made and carried that there be no election of a ship's committee since the entire crew, with four exceptions, will be leaving the vessel in a few days. All crewmembers were asked to leave the foc'sles clean. Ship's delegate will get payroll totals before arrival in port. Vote of thanks was given to steward department for a job well done, and the same for the ship's delegate for his efforts on behalf of crew during this voyage. Leak in bulkhead in 12-4 foc'sle. Plate on boat deck is thin and bends under pressure.

CALMAR (Calmar), June 6—Chairman, J. Buzalewski; Secretary, J. Ruszel. Ten dollars was sent out of ship's fund for magazines. Balance of fund is \$28.22. Deck department is making good overtime. Communications from headquarters accepted 100 percent. Vote of thanks was extended to committee for new welfare benefits. Bosun asked crew not to leave magazines on hatches. New enrollment cards were distributed and a discussion was held on the importance of completing them out.

THE CABINS (Mathiasen), May 28—Chairman, J. Stewart; Secretary, F. Kustara. Ship's delegate and ship's secretary-reporter elected at this meeting. Pumpman reported that no repairs could be made since no new parts were ordered. Windless forward was not repaired.

SALEM MARITIME (Cities Service), June 13—Chairman, L. Lofton; Secretary, E. Harrison. Headquarters communications accepted and concurred. Carried unanimously. Everything running well aboard this vessel.

June 11—Chairman, A. Gowder; Secretary, E. Harrison. Balance of ship's fund is \$24.28. One man paid off vessel because he was injured. Communications from headquarters accepted and concurred. Motion was made and carried to contact headquarters regarding bosuns and stewards. Motion was made and carried to have a new brand of coffee aboard. Drinking water is to be tested so that headquarters will know what sort of water we are made to drink. Crew was instructed to keep messhall cleaner in the early hours of the morning.

ALCOA PLANTER (Alcoa), May 28—Chairman, W. Perry; Secretary, J. O'Neil. Steward left in hospital at Cardiff, Wales. Beef about splitting wages. To check with patrolman about shore liberty and launch service.

Wiper J. Culotta was hospitalized in Cardiff for appendicitis but returned to ship and traveled back with crew. Headquarters communications read, accepted and concurred. Repair list forms issued to department delegates. Must have sufficient cots and wind-scoops aboard for West Indies run. Donation to ship's fund to be made voluntarily at payoff. Delegates to handle all beefs through patrolmen.

June 8—Chairman, M. Reed; Secretary, S. Novack. Motion made and carried that negotiating committee take up matter of ship being completely cleared by Government agencies (Quarantine, customs, Immigration, etc.) before ship should be considered on port time. Motion made and carried that headquarters investigate launch service, either increase amount payable to seamen or have company make arrangements. \$2 not adequate. Company will continue to leave it up to seamen to make own arrangements as long as fare is \$3.

CHICKASAW (Pan Atlantic), May 29—Chairman, J. Farrand; Secretary, A. Jonnes. It has been noted by the ship's delegate that someone has taken a "time-off" beef to the company. This type of beef is handled aboard ship and if not settled aboard it should be taken to the patrolman or port agent of the Union. Ship's delegate elected. It was suggested that crew get iced tea glasses, and that messhall be cleaned after each meal. Ship to be fumigated.

June 13—Chairman, M. Ellis; Secretary, A. Silva. Discussion was held on new welfare benefits and communications from headquarters. They were accepted and concurred. Everything running well aboard ship.

KATHRYN (Bull), June 9—Chairman, B. Martin; Secretary, C. Inman. Communications from headquarters read thoroughly, accepted and concurred. Everything aboard this vessel running smoothly.

DEL MUNDO (Mississippi), May 29—Chairman, G. Duncan; Secretary, J. Picou. Everything running smooth except for some disputed overtime. Two brothers were left in hospitals. Ship's fund \$20. Steward to see patrolman about one of the brothers. Communications accepted and concurred. Motion made and carried to give Union vote of thanks for additional welfare benefits won. It was suggested that we live up to our agreement regarding sailing board time.

SEATRAN GEORGIA (Seatrains), June 9—Chairman, J. Moore; Secretary, F. Manley. Motion made and carried to accept and concur with communications 100 percent. Everything running smoothly aboard this vessel.

SOUTHLAND (South Atlantic), June 5—Chairman, S. Wells; Secretary, T. Brown. Three men missed ship, one because of illness. Balance of ship's fund \$102. Communications posted, read, accepted unanimously. Motion made and carried to give Port Agent Sheehan a vote of thanks for standing by the crew in getting stores they needed for the trip. Ship's delegate to see about repairs. Tommy Hankins will bring record player aboard for crew's enjoyment. Upkeep of this phonograph will be taken from the ship's treasury.

STEEL SEAFARER (Isthmian), May 30—Chairman, Mike Manning; Secretary, A. Schiavone. Ship's delegate elected. Ship's treasurer elected. Communications from headquarters read, accepted and concurred. Motion made and carried to begin ship's fund. It was suggested that crew sleep in empty reefer boxes in the hot weather. It was suggested that each department take turns in pulling line in the afternoon for personal use but F. Oestman volunteered to pull all ice needed for crews' use.

ALCOA PIONEER (Alcoa), June 16—Chairman, M. Baxter; Secretary, J. Pursell. Enrollment cards were distributed. Motion made and carried to accept and concur with communication on additional SIU welfare benefits.

AMEROCEAN (Amerocean), May 22—Chairman, W. Pedersen; Secretary, D. Ruddy. Port captain assured ship's delegate that allotments will be prompt in the future. Motion made and carried to accept and concur 100 percent with headquarters communications.

ATLANTIC WATER (Metro), June 5—Chairman, J. Zieries; Secretary, J. Monast. Read, discussed, accepted, and concurred 100 percent in headquarters communications.

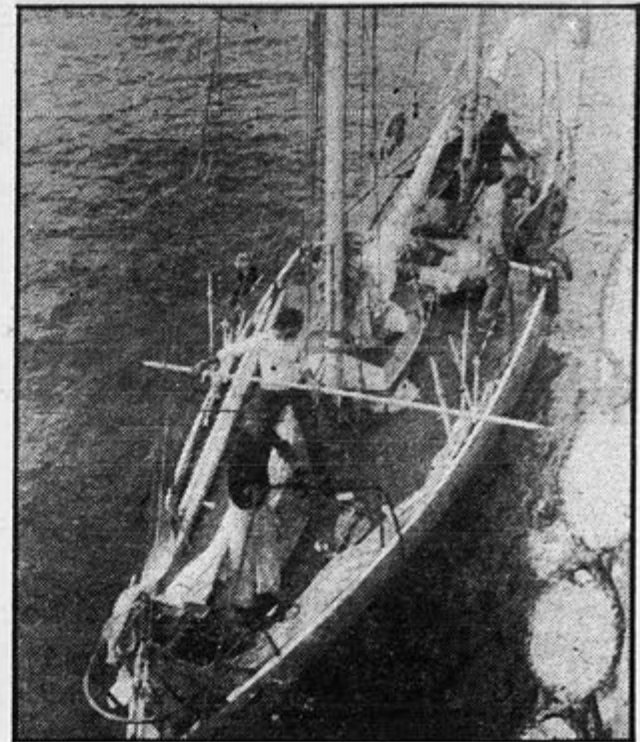
COE VICTORY (Victory Carriers), June 16—Chairman, L. Hall; Secretary, F. Ryder. Enrollment cards to be completed. Casimir Jurewicz, a good shipmate, was discovered missing at sea between New York and Norfolk. Captain turned ship around to search for him and the Coast Guard was brought in on the search but were unable to locate him. Headquarters communications accepted and concurred.

DESOTO (Pan Atlantic), No date—Chairman, Hollinger; Secretary, King. Motion made and carried unanimously to accept communications from headquarters.

ROYAL OAK (Cities Service), June 5—Chairman, R. Young; Secretary, D. Beard. Ship's fund contains \$6.68. Communications from headquarters accepted unanimously. Discussion on welfare enrollment cards and their importance.

June 21—Chairman, L. Holliday; Secretary, S. Sental. Recent communications read and accepted unanimously. Everything running smoothly.

SIU Crew Rescues 186 From Storm-Stricken Philippine Ship



Philippine passenger ship Neptuno (left) sits high on the rocks as lifeboats loaded with passengers leave her for trip back to Steel Admiral. At right, yacht Altair comes alongside for provisions in first of two rescue operations.

A masterful rescue operation in which 186 passengers were saved was performed by the SIU-manned Steel Admiral in stormy Philippine waters. Despite darkness, heavy rains and high seas, crewmembers of the Admiral carried out a difficult rescue of passengers from the beached Philippine steamer Neptuno in which all were taken off safely with their baggage.

This was the second rescue of the trip for the Admiral. Two weeks before, it had given aid to a yacht in distress, and supplied it with fresh provisions.

Spotted Lights

The Admiral was headed for Manila during the darkness of early morning when it spotted the blinking lights of the Neptuno, which had run aground high on a rocky beach on Marinduque Island. Coming in as close as possible to the rock-strewn shore, the Admiral undertook rescue operations at 6 AM and in the next three hours succeeded in getting everybody off the ship unharmed, making use of both ship's lifeboats.

All of the rescued passengers were then taken to Manila which was their original destination.

The Neptuno, a 560-ton inter-island steamer, had run completely up on a reef and torn a gaping hole in the bottom. Philippine newspaper accounts described the rescue operation as an heroic one.

Previously while six days out of Honolulu the Admiral had come across the yacht Altair with four passengers aboard. The Altair had run out of food and was flying distress signals when the Admiral came to her aid.

Philippine newspapers were lavish in their praise of the Admiral's crewmembers, calling the rescue work "heroic."

SIU Co. Plans Revival Of Intercoastal Trade

BOSTON—This port is keeping its eye peeled for future business with the announcement that the Pan Atlantic Steamship Company plans to revive Waterman's old intercoastal run under a temporary ICC certificate.

The old Arrow Line run was given up by Waterman when it was sold to the C. Lee Company representing Malcolm McLean's interests. Now Pan Atlantic has announced it will renew the run late in July.

At present Boston is not on the schedule but chances are fair that it may be added at a later date.

Pan-Atlantic also has plans for including Boston on its trailership coastwise service, but that is a long way off.

There was an unfortunate accident aboard the Government Camp

here when chief pumpman J. L. Fontenot died, apparently of gas fumes, in the tanker's pumproom. Fontenot had entered the pumproom to make some repairs. When he didn't show up, other crewmembers found him in the pumproom and were unable to revive him.

Another Seafarer, Brother George N. Clarke passed away in the Brighton Marine hospital on June 27.

Not much action is in sight on the shipping front, port agent James Sheehan reports, as Boston is largely a tanker port these days.

That Pleasant Feeling At Payoff

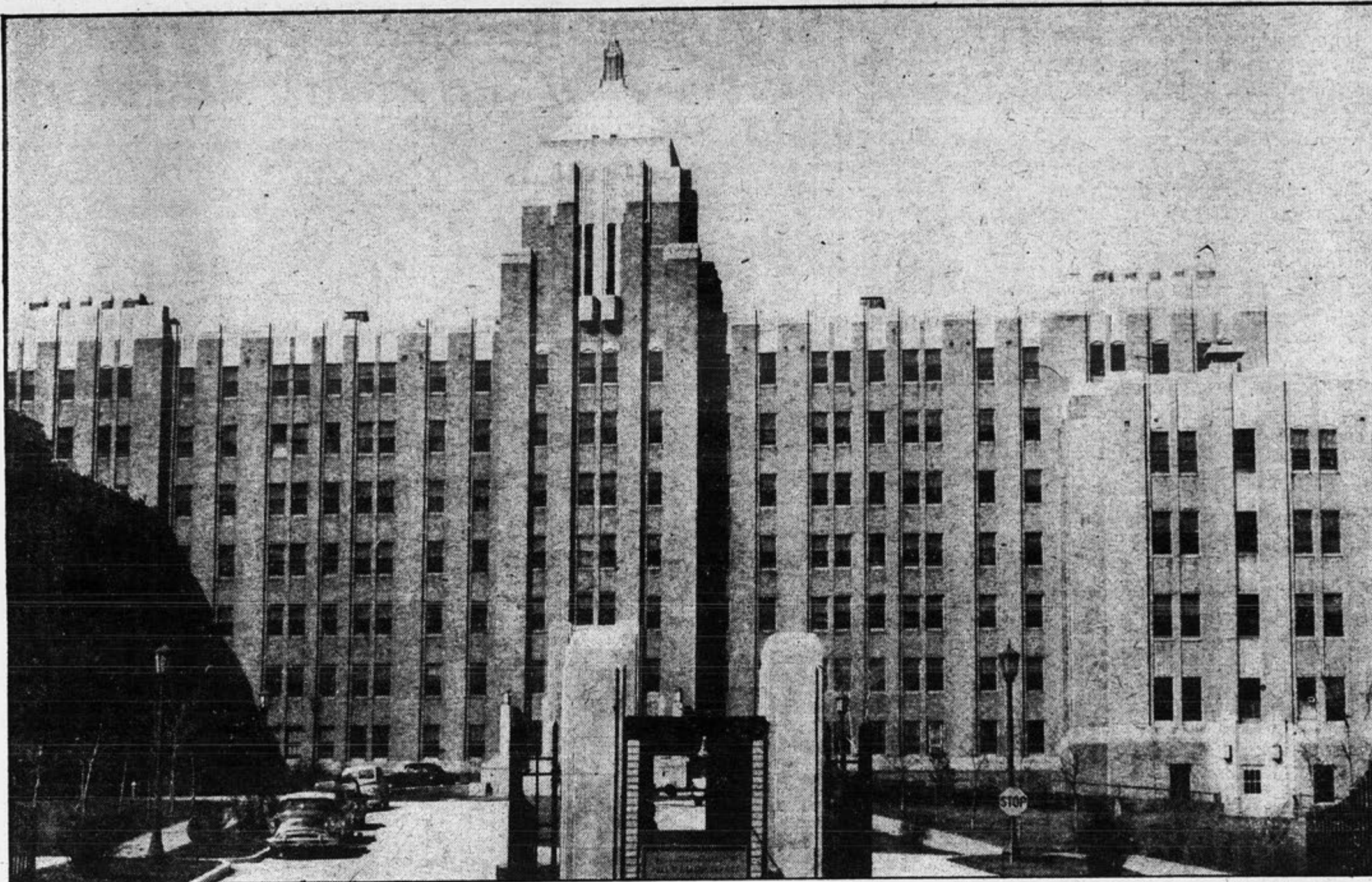


G.J. Bozec, oiler, (left) and John Hartman, utility messman, on the Alcoa Ranger count up the cash after the ship was paid off in New York recently. Ranger is on East Coast to islands run.

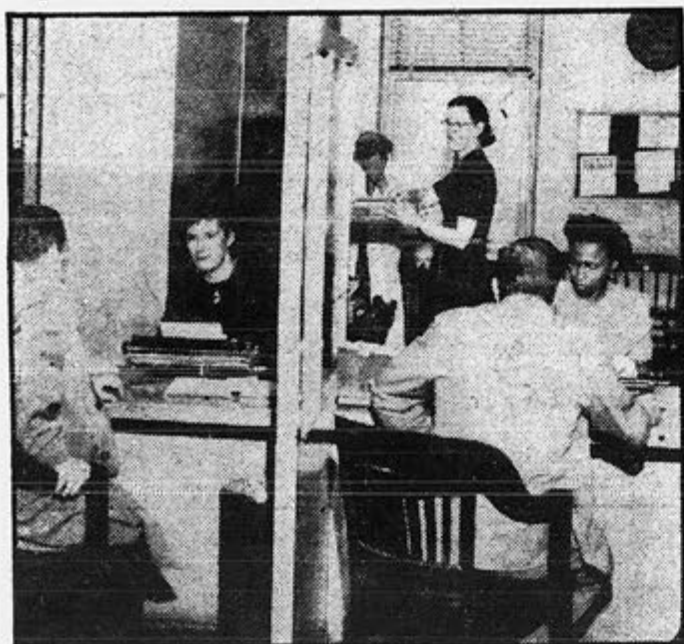
Take Gear If Going Aboard

NORFOLK — Seafarers reporting to work aboard ship are reminded that they are required to bring their gear with them.

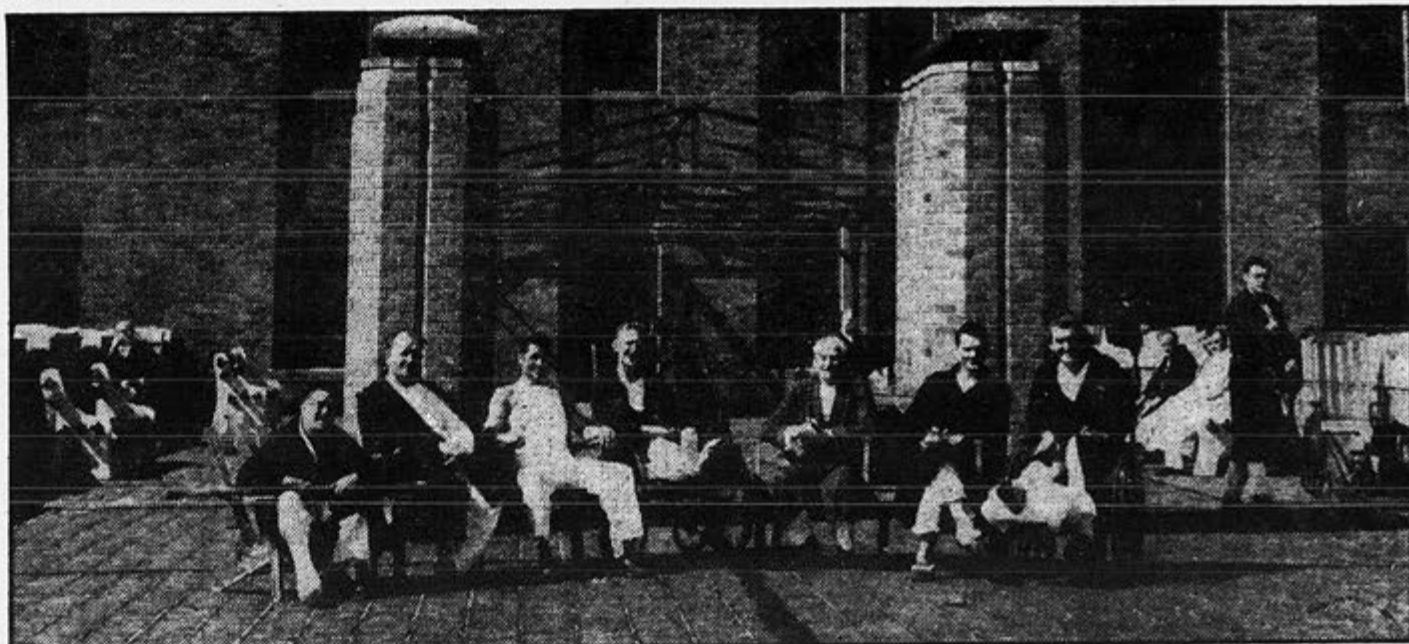
Norfolk SIU agent Ben Rees reminded Seafarers that the membership-adopted shipping rules clearly defined this requirement. He reported that a number of problems had arisen in the Norfolk port area as a result of Seafarers reporting aboard and then taking time off to go get their gear.



Largest of the USPHS hospitals with a 1,000 bed capacity is the one above at Staten Island which serves the Greater New York area. Completed in 1935 the Staten Island institution is the successor to a previous marine hospital on the same site. In an average year the hospital offers 250,000 patient days of care, and, as Seafarers can testify, does it extremely well.



Busy outpatient department at Staten Island handles 86,000 visits a year on average. Outpatients register here.



Favorite spot with patients on mild, sunny days is this open sundeck, one of two, which offers a fine view of harbor bustle. Hospital also has glass-enclosed solarium, canteen and other recreation spots where Seafarers can relax while convalescing.



Hospital's large pharmacy compounds thousands of prescriptions for both inpatients and outpatients.



Well-equipped physical therapy room is key treatment center. Shown here are group of Seafarers undergoing treatment. That's Charles "Whitey" Oglesby in center. Physical therapy is key to restoration of full muscular function after an injury.

WAY back in the administration of John Adams, the 2nd president of the United States, Congress passed legislation providing for the establishment of marine hospitals to care for sick and injured seamen. At that time, over a century and a half ago, it was believed that the special circumstances under which seamen worked—the high accident rate on ships, the contact with a wide variety of infectious diseases in foreign ports, the long distances between ports and the seaman's home town—made establishment of hospitals to care for them an obligation of the Federal government.

Today the same reasons which impelled Congress to establish these hospitals in the first place are still as valid as ever.

Aside from caring for thousands of sea-

men yearly and taking a huge burden off local port hospitals, the USPHS institutions treat Coast Guardsmen, veterans and other Federal employees who are eligible for hospitalization.

In the course of their work, USPHS hospitals have pioneered new avenues of treatment in cancer, tuberculosis, heart diseases and other ailments, making a notable contribution to the nation's fund of medical knowledge.

As far as the public is concerned, the investment in USPHS through the years has been repaid many times over. For the Seafarer, USPHS has meant a place where he can get first-class treatment in friendly surroundings so that he can get back to the business of being self-supporting in jig time.



Library boasts 7,000 volumes and peaceful reading room in hospital basement. H. R. Hansen enjoys a new book.



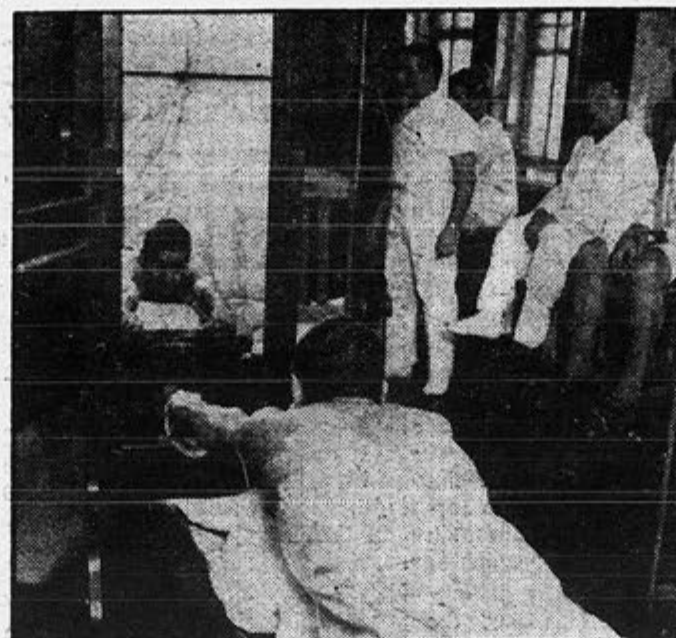
Dental clinic and adjoining dental technician's lab is equipped to handle any type of dentistry for patients.

USPHS HOSPITAL

Haven for the Sick and Injured Seafarer



Long-term PHS patient is Seafarer Estell Godfrey recuperating from broken hip. Hospital care has been invaluable for him.



Seafarer Arthur Roy is shown using weights to build up arm and back strength in physical therapy room.



Mike Michalek gets some lunchtime chow in messhall. Kitchens on each floor handle bed patients and special diets.



Another "bone ward" occupant was Seafarer Theodore Gerber who broke his leg while aboard Seatrain Lines ship.



Having lost both legs in shipboard accident, this seaman practices getting around on waist-high parallel bars.



Loom is one of many pieces of equipment in occupational therapy which plays important role in convalescence.

MEET THE SEAFARER



JUAN HOPKINS, oiler

With two decades of sailing behind him, Seafarer Juan Hopkins is ready to take another step up the ladder. In the near future Hopkins hopes to sit for a marine engineer's license and if all goes well will come "out of the foc'sle" and sail as a licensed man.

Since he started going to sea in 1934, Hopkins figures he has a working acquaintance with the engine room of practically every type of ship there is under the American flag. He believes this experience will be a great asset when he gets a license.

The 38-year-old Seafarer was born in San Juan, Puerto Rico, but spent the greater part of his life in New York. His father had come to Puerto Rico from the States years back, met a local girl there and married her.

After working for a number of years as a locomotive engineer and a stationary engineer in a Puerto Rico sugar crusher mill, he took his family back to New York.

Mechanical Knack

Juan went to school in Brooklyn and after graduation worked at a variety of jobs involving mechanical skills. He always had a knack for handling and maintaining machinery, he said, and he put in a lot of time as an auto mechanic.

He was on one grease monkey's job back in 1934 when a friend of his came along and asked him if he would like to go to sea. It seemed an Isthmian ship needed a wiper in a hurry. Hopkins made the pierhead jump onto the Chattanooga City, one of the old Isthmian Chickasaw-types. He has been working regularly as a seaman ever since.

When the SIU was organized back in 1938, Hopkins became a member and started shipping out of the old SIU hall at 2 Stone

Street. Having been with the Union from its earliest days and gone through numerous beefs, Hopkins is fully aware of the value of his SIU Union book.

Lost Three Ships

Shortly afterward World War II broke out and with it came subs and torpedoes, Hopkins had his ships shot out from under him no less than three times. The first one was the Oakmar of Calmar; the second the West Chetac of Robin Line and the third the Alcoa Guard. The worst he suffered though, was a badly-bruised leg jumping off the deck onto a raft. When the West Chetac was sunk off Trinidad Hopkins spent nine days on a liferaft before he and other survivors were picked up.

All things considered, Hopkins feels he was pretty fortunate to have escaped without serious injury.

After the war's end Hopkins continued to sail SIU ships in all engine department ratings. Since he's a married man with three children to support he likes to keep busy at all times. While on the beach waiting for a good ship he usually manages to find some kind of shoreside mechanical work which is good for a few extra dollars.

Right now Hopkins is concerned with getting the widest possible variety of engine-room experience before he takes a crack at that engineer's license. "I'm more familiar with a lot of power plants than some of the engineers" he says proudly, "because they haven't been on as many different ships as I have."

Between working and studying Hopkins figures he's just about ready. He intends to take one more long trip and then sit for the license at the end of the year.

'...Our Flag Is Still There!'



SEAFARERS IN ACTION

There's music for all aboard the Southland (South Atlantic) because Seafarer Tommy Hankins brought his record player aboard for all the crew to use in their off-watch hours. Hankins agreed that anybody could make use of the machine as long as the ship's fund took care of the upkeep on records.

Hankins is a Florida native who sails in the steward department. He's just celebrated his 26th birthday and to top it off, got his full book membership in the SIU just three months ago.

Handling the gavel at various SIU port meetings around the coast on June 15 were Seafarers J. N. Wread in Mobile, J. A. Phillips in Lake Charles, W. Harrell in Norfolk and A. H. Smith in Savannah. Other Seafarers who took part as officers of their port meetings were R. M. Kiedinger in Houston, E. A. Lane and E. P. Moran in Wilmington, Carrol Andrews and Carl Ainsworth in Seattle and W. Thompson in Savannah.

Seafarers Leroy Jackson and Alan Williams on the Seamonitor (Excelsior) have a nice testimonial to take with them aboard any ship or anywhere else they would care to work. It came in the form of a vote of thanks for good food, well-prepared and well-served, with the crew adding, "anyone having the opportunity to ride a ship with Leroy Jackson, chief cook, and Alan Williams, night cook and baker, are really



Jackson

in for a treat." Nicer words could hardly be spoken.

Jackson, who joined the SIU in Savannah way back in '39, comes from Beaufort, South Carolina. Williams makes his home in Cornwall, New York, and has been an SIU member since 1945.

Another galley operative who got a hand from his shipmates was Wilbur (Tony) Sink, night cook and baker aboard the Gateway City. It was a "special" vote of thanks, as they put it, for a neat and tasty job of baking.

A Nebraska native, Sink has been packing that SIU book since June, 1947, joining in the port of New York.

Talk about "Seafarers in action" brings up the subject of Brother Walter Mitchell, chief electrician aboard the Steel Traveler. To begin with Mitchell kept a sharp eye peeled for shipboard safety and called to the attention of his shipmates that one of the lifeboats needed repair. Consequently the delegates took the matter up with the captain who had the lifeboat worked on and put it on the list for further work in the shipyard.

Mitchell also was given the thanks of his shipmates for keeping the washing machine running in tip-top shape throughout the trip and installing additional fans around the ship so that the crew could keep reasonably comfortable in the hot weather.

Mitchell comes from the Key-



Sink

stone State, Pennsylvania, and joined the SIU down in Norfolk in 1944.

Aboard the Greece Victory crewmembers pulled a fast one on Seafarer Nishan Voskian, ship's delegate. Voskian resigned and offered a motion that a new ship's delegate be elected. The crew turned right around and reelected Voskian unanimously with a vote of thanks for past services rendered in fine style.

Voskian is a New Jersey native who lives in Newark. He joined the SIU in 1947 and sails in the engine department.



Voskian

Getting Shaggy? Use Meal Book

Seafarers on the beach in New York, Baltimore and Mobile can now get hair trims in the style of their choice simply by presenting their meal books in the SIU-operated barbershops in those ports.

Arrangements have been made through the Welfare Plan so that the meal tickets, which are extended on credit to Seafarers waiting to ship out, could also be used for spruce-up purposes where there are barbershops operating in Union halls.

LABOR ROUND-UP

One million employees of the Federal Government will receive an average increase of \$325 a year under a pay increase bill signed by President Eisenhower. The increase is in addition to recent wage boosts for employees of the Post Office Department. It was the first general change in wage schedules since 1951.

Disbanding of the New York Women's Trade Union League was voted at a special membership meeting of the organization. The league was founded in 1904 to fight for health and safety measures for women workers and to eliminate child labor. It decided

to disband because trade unions themselves had successfully undertaken its legislative and educational functions.

The Transport Workers Union (CIO) has asked New York's Governor Averell Harriman to abolish the City Transit Authority and give control of subways and busses in New York to the city. The CIO union has had difficulty in making headway on labor relations with the authority-type of administration.

Transit troubles beset another major city as AFL Transit Workers in Washington tied up the city's trolleys and buses in a contract dispute. The union has been asking for a 25-cent hourly increase and requested arbitration on the issue. Company officials said an increase would call for a corresponding fare rise. The strike caused a stupendous traffic jam in the nation's capital.

Struck steel plants stayed closed for just one day as the CIO Steel Workers Union and major steel producers reached an agreement for a general 15-cents-an-hour wage increase. Other contract provisions were not at issue since the steel negotiations were a reopener on wages only.

DO YOU KNOW -

YOUR BENEFITS? YOUR WIFE'S BENEFITS? YOUR FAMILY'S BENEFITS? GET YOUR COPY NOW OF THE NEW, EXPANDED SEAFARERS WELFARE PLAN - AT ANY SIU HALL!

'50-50' Wins Again

Good news for American seamen came this week as an overwhelming Congressional vote crushed an attempt to scuttle the "50-50" law. Foreign shipping lobbyists who had lined up an anti-"50-50" bloc with the support of the US State Department have retired temporarily to lick their wounds.

While Seafarers can be pleased with the outcome which preserves large numbers of jobs that might otherwise be lost, this vote proves that the SIU can never afford to relax on the "50-50" issue.

For six straight years, beginning in 1948, American seamen and US ship operators had to fight in Congress to preserve "50-50". Finally, last year, Congress passed a separate bill making "50-50" the law for all foreign aid shipments, not just a statement of intent that had to be repeated with every aid bill.

It was thought then that "50-50" was secure for the future. Instead, foreign shipping lobbyists lined up a potentially dangerous combination of farm-bloc legislators and Administration forces. The tactics of these lobbyists added up to political blackmail, since the farm bloc Congressmen were told that unless "50-50" was thrown out foreign maritime nations would boycott US agricultural surpluses.

Fortunately maritime interests were alert to the move and the good sense of Congress prevailed. But the foreign lobbyists will obviously bear watching in the future.

✚ ✚ ✚

Award To Seafarers

The outstanding efforts of Seafarers in last years' waterfront drive were recognized last week when the International Brotherhood of Longshoremen, AFL, presented a plaque to the Union thanking the SIU for its aid. The role of hundreds of rank and file Seafarers in that drive was certainly one which reflects credit on them and their Union. The SIU was a key unit in that campaign and still remains a staunch ally of the IBL-AFL.

The plaque award comes at an appropriate time. Despite the outcome of the last waterfront election the AFL-outlawed International Longshoremen's Association has muffed its grand opportunity and is faced with growing internal difficulties. The SIU membership has pledged that it will continue to assist IBL-AFL in its efforts to see that New York longshoremen get a real union.

✚ ✚ ✚

MTD's Plans

Along these lines it should be noted that the AFL Maritime Trades Department has important plans affecting longshoremen on both coasts. The recent meeting of the New York Harbor Council of MTD took note of the chaotic situation within the ILA and indicated renewed organizing efforts in support of IBL-AFL. Later this year MTD intends to hold a convention at which the first order of business will no doubt be an appropriate move to put the skids under the ILA in New York.

✚ ✚ ✚

-- And Still Growing

Just five years old, the SIU Welfare Plan certainly belies its age. In that short period the Plan has instituted a wide variety of superior benefits and has paid out \$2½ million in cash to Seafarers and their families, the bulk of it in the last two years, to say nothing of other benefits—recreation facilities, and low-cost food and lodging for Seafarers on the beach.

With the new family benefits now in effect and the significant increases in benefits previously existing, the amount of direct cash benefits to Seafarers seems certain to go up year by year.

In a sense the Welfare Plan is still young and hasn't reached full growth. Once the impact of recent benefit increases has been assessed, Seafarers can look forward to further gains in the future.

Wins SIU Award On 2d Try

The news that he won a \$6,000 SIU scholarship award for 1955 hasn't made much of a dent just yet in the plans of Lemhard "Lem" Howell, 19, of New York City.

Announced on June 21, the awards to two working Seafarers and the children of three others provides for four years of study at the college or university of their choice and in any field of study.

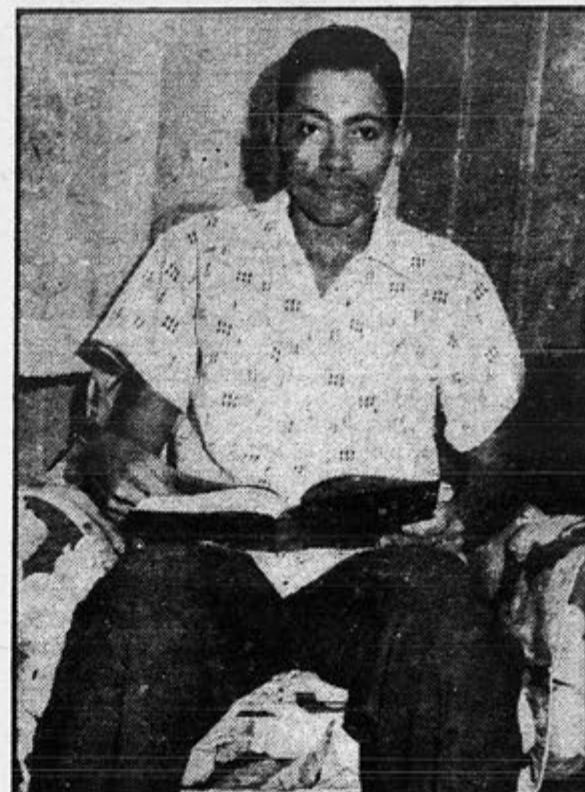
But Howell, the son of Seafarer Cleveland A. Howell, who's now aboard the Beatrice (Bull), will have to wait a little while before he can sit back and really plan what he wants to do for the next four years.



C. A. Howell

Uncle Sam exercised a prior claim on him on June 27, when Howell reported to the Naval Training Center at Newport, RI, for six weeks of training as a Naval Reservist.

This is the first of a series featuring the winners of the 1955 SIU scholarships, each worth \$6,000.



All set with \$6,000 SIU scholarship award, Lemhard Howell, son of Seafarer Cleveland Howell, catches up on some advanced study at home. He intends to study law.

Interviewed at home two days earlier, the lanky youngster was happy over his good fortune at winning four years of pre-paid schooling. "But where I'll go is still up in the air. Thanks to the SIU, lots of places are open to me now that I couldn't shoot for before," he explained.

A graduate of Charles Evans Hughes High School (formerly Staubenmuller Textile HS) with a number of honors last June, he has been attending the City Col-

lege of New York for the past year working toward a straight Bachelor of Arts degree.

"Now I'm going to try for law. It's a good background in any field and I think I can make the grade," he said. He's hoping he'll be accepted at American University in Washington, DC, for the fall. "I think I might like to wind up in the Government service or something like that eventually."

The youngster's win this year

followed on his miss in 1954, when he originally applied for the SIU scholarship. "I had to take the College Entrance Exam again, but it was worth it, especially the way things worked out," he noted. "I guess I was luckier this time."

Fine Record

Holder of an enviable high record, Howell was president of his school's general organization in his senior year, a member of the Arista honor society and a staffer on the school newspaper as well as a couple of departmental publications.

Among other honors, he walked off with five separate awards at graduation, including the school's coveted "Dooley Award" for scholarship, character and ability, and separate citations in science, social studies and school service.

One of five children, Howell, two older brothers, and a younger brother and sister were all born in Jamaica, BWI, where he took his early schooling. Their father first came to the US during the war in 1942 when he worked in a shipyard. By 1945 the family had moved here and Lem, at the age of 10, entered the fifth grade of Public School 186 in upper Manhattan.

Howell Senior didn't start going to sea until 1947, when he began sailing in the steward department with the SIU, and he's been providing for his family with his earnings as a Seafarer since that time. The two older boys, Roosevelt and Cleveland, Jr., are in the Army and Navy right now; the two younger kids are still at school.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the \$3,500 death benefits are being paid to their beneficiaries:

John M. Herrold, 60: Brother Herrold died in the Lawrence Hospital in New London, Conn., on June 5, 1955, of a heart ailment. Burial took place at the Jordan Cemetery in Waterford, Conn. Brother Herrold had been a member of the Union since 1952, joining in New York, and sailing in the engine department. He is survived by his wife, Mrs. Florence Herrold, of New London, Conn.



John T. Watt, 59: A resident of Houston, Texas, Brother Watt died on June 12, 1955, of natural causes. He was buried at Forest Park Cemetery in that city. Brother Watt had been sailing with the SIU since 1946 in the deck department and joined the Union in Norfolk. He leaves his wife, Mrs. Julia Watt, of Houston, Texas.



Lincoln J. Fontenot, 44: Brother Fontenot met death by gas fumes aboard the SS Government Camp, a Cities Service ship, on June 17, 1955. He joined the Union in Lake Charles, La., on February 2, 1952, and had been sailing in the engine department as chief pumpman or machin-



ist pumpman since that time. Burial took place at St. Ann's Cemetery in Mamou, La. He is survived by his wife, Mrs. Alice Fontenot, of Lake Charles, La.

Lee R. Arnold, 50: On June 3, 1955, Brother Arnold died of a heart ailment at his home in New York City. He was cremated at the New York-New Jersey Crematory in North Bergen, NJ. Brother Arnold had been a member of the SIU since 1950, joining in New York, and had been sailing as a member of the deck department. He is survived by his wife, Mrs. Mary Arnold, of New York City.



Joseph W. Wendt, 52: A member of the SIU since 1942, Brother Wendt died of a glandular disorder on June 8, 1955, in West Palm Beach, Florida. He was buried at the Hillcrest Cemetery at West Palm Beach. Brother Wendt joined the Union in Philadelphia and had been sailing in the steward department. He is survived by his wife, Mrs. Edna Mae Wendt, of West Palm Beach, Florida.



Daniel J. Haggerty, 62: Brother Haggerty died of carbon monoxide poisoning on May 7, 1955, in Boston, Massachusetts. He was buried at the Calvary Cemetery in Woburn, Massachusetts. Brother Haggerty had been sailing in the deck department since he joined the Union in Boston in 1951. He is survived by his wife, Mrs. Gertrude Haggerty, of Brighton, Mass.

Bridges Fifth Trial Begins

SAN FRANCISCO—The fifth trial of Harry Bridges, head of the West Coast Longshoremen's Union, got under way here last week. The Government is attempting to denaturalize and deport Bridges on charges that he was an active Communist leader at the time he became a US citizen. Bridges' conviction at his previous trial went all the way to the US Supreme Court before being turned down, necessitating a re-trial.

Of direct interest to Seafarers in San Francisco is the announcement by Agent Leon Johnson that the SIU meal books are now being honored in the SUP cafeteria in the Union hall. The books previously had been honored at Connie's Restaurant.

Pioneer's Scoops Mean Curtains To Mosquitoes

Lady Luck smiled on the Seafarers aboard the Alcoa Pioneer recently enabling SIU crewmembers to outwit the mosquitoes that lie in wait along the Mississippi on the way to New Orleans, itching for a nibble at unsuspecting travelers.

Beginning on May 8, the ship's crew meeting minutes record a request that porthole screens and scoops be provided for the crew, due to the warm weather. It was also noted at the same meeting that the chief engineer was to be contacted and asked to check the fans, get needed spares and repairs, oscillators, etc., to "put out a good amount of air." The Pioneer men obviously do not take this summer lightly.

One week later, on May 15, the all clear was sounded. Steward John R. Tilley, ship's secretary-reporter, announced that the vessel had received enough new wind scoops and screens for everyone's



Tilley

porthole, as well as for the mess-hall, pantry and recreation room. These were due to be put out, he said, as soon as they got to sea after New Orleans, and they (the screens) were painted.

Lone Voice

However, one lone Seafarer voice raised in the wilderness held firm. The unnamed Seafarer, unwilling to face another onslaught of mosquitoes on the trip to New Orleans, said he and others would gladly pass up having their scoops and screens fashionably decorated, if the gear could otherwise be put to work immediately.

This proposal met with favor on all sides and was put into effect right after the meeting, giving the crew at least a 50-50 chance against the swamp marauders.

At this writing, all seems well on the vessel. Only the mosquitoes are taken aback by the unfriendly attitude.

Seafarers In The Hospitals

USPHS HOSPITAL BALTIMORE, MD.

Manuel Antonana
G. J. Bassler
Curt Borman
William J. Carey
Charles Coburn
Antonio R. Colon
Victor B. Cooper
Guy Gage
Charles H. Gill
James J. Girolami
Gorman T. Glaze
Jack Howard
F. Hufana
Norman T. Jackson
Alfred Karr
Martin Kenngood

USPHS HOSPITAL BOSTON, MASS.

Amos Buzzelle
Henry J. Durney
Gilbert G. Edwards

USPHS HOSPITAL GALVESTON, TEXAS

J. S. Capps
Francisco Cuellan
Robert Kehaly
John E. Markopolo

USPHS HOSPITAL MOBILE, ALABAMA

Harry J. Jackson

USPHS HOSPITAL NEW ORLEANS, LA.

Louis Anderson
Edward Barry
Lyle D. Becker
Anthony Benedict
Charles E. Brady
J. L. Buckelew
S. C. Carregal
Charles H. Cassard
Leon Dilberto
Calvin DiSilva
Oscar E. Ferguson
Sam Florence
Leo Fontenot
James S. Gibson
William Grimes
Earl T. Hardeman
Fred Harward
Cecil J. Kerrigan
E. G. Knapp
Norman L. Krumm
Leo H. Lang
Arno Larson
James F. Lee, Jr.
T. J. Lee

USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY

Edmund Abualy
Fortunato Bacomo
Frank W. Bemrick
Claude F. Blanks
Robert L. Booker
Jos. G. Carr
Jar Chong
Gabriel Coloni
Walter W. Denley
John J. Driscoll
Joseph Harts
Sidney Irby
Thomas Isaksen
John W. Keenan
John R. Klemowicz
Ludwig Kristiansen
Frederick Landry
James J. Lawlor

USPHS HOSPITAL NORFOLK, VA.

Hubert G. Goley
Frank Hall
Floyd Hillier
Ralph L. Jones

USPHS HOSPITAL PHILADELPHIA, PA.

Thomas Ritson

USPHS HOSPITAL SAN FRANCISCO, CALIF.

Marcelo B. Belan
G. DeJesus

Robert Lambert
W. M. Pennington
W. H. Reynolds

USPHS HOSPITAL SAVANNAH, GA.

Paul B. Bland
Aubrey F. Cohen
Rufus L. Fields
C. E. Foster
William G. Gregory

USPHS HOSPITAL SEATTLE, WASH.

L. Bosley
J. Johannessen
V. K. Ming

SEASIDE GEN. HOSP. LONG BEACH, CALIF.

William E. Lane

USPHS HOSPITAL FORT WORTH, TEXAS

Rosendo Serrano

USPHS HOSPITAL DETROIT, MICH.

K. M. Bymaster

VA HOSPITAL CORAL GABLES, FLA.

Hugh Randell

USPHS HOSPITAL STATEN ISLAND, NY

Thomas R. Bach
Harry S. Bonitto
Dusan DeDuisin
David M. Dennehy
H. Engelder
Robert Eschrich
Gerald Fitzjames
John F. French
William Giesen
Estell Godfrey
Hemsley Guinier
Taib Hassen
Leroy Johnson
D. Kaim
Lucian Labrador
Mike Lubas
Warren Manuel

USPHS HOSPITAL STATEN ISLAND, NY

Michael Marcello
Joseph J. Martus
Arthur Mawdsley
Andrew Noronha
C. Palmer
Eusebio Padilla
George Pitour
Perry Roberts
G. H. Robinson
Jose Rodriguez
A. Russo
W. Seltzer
E. C. Shaffer
Warren Smith
Gustav Svensson
William F. Vaughan
Jacob L. Zimmer

Proud Parents



Seafarer Pedro Reyes and his wife proudly show off Priscilla, born June 10, after Reyes received \$200 SIU maternity benefit from the Union. The couple live in Brooklyn.

Tribute To 'Moon' Kouns

To the Editor:

These are just a few lines in memory of one of our departed brothers, Martin "Moon" Kouns, who passed away July 17, 1954, due to a heart ailment.

Brother Kouns was well-known throughout the SIU-A&G District and even throughout the world. He was well-liked, and had a kind word for everyone. Those few brothers who don't recall him may remember

Letters to the Editor

him as the doorman at the New Orleans SIU for several years.

I've run across many Seafarers who didn't even know that Brother Kouns had passed away. In fact, some of them even asked about him last month. He was so well-liked, nobody could figure he would be gone sometime.

I hope all Seafarers will join with me in saying a prayer for him. "May the souls of the faithful departed, through the mercy of God, rest in peace."

Duska "Spider" Korolia

Air-Conditioned Ships Proposed

To the Editor:

As ship's secretary-reporter on the Steel Traveler (Isthmian), I want to report that the trip so far has been fine, with good chow and no major beefs.

However, when we were lying in Bombay, with the temperature around 100 degrees and our rupees had run too short to allow us to sleep ashore, things were pretty miserable.

Then, as if to make matters worse, along comes a foreign-flag Liberty ship all air-conditioned. We know we have the best working conditions in the industry, but it looks like somebody is getting ahead of us on this deal.

At our last general meeting on board here, a resolution was drawn up and sent to the negotiating committee asking it to see what could be done to remedy the situation.

It was also suggested that this matter of air-conditioning be brought out in the LOG so as to get the membership's reaction on it, and that is one of the main purposes of this letter.

J. A. "Blackie" King

Cheers Program Of Welfare Aids

To the Editor:

I want to give a sincere vote of thanks to our negotiating committee for the new welfare benefits for which we became eligible recently.

I am referring to the increase in hospital benefits and the opportunity to provide our wives and children with proper medical care. In addition, the new disability benefits will enable our retiring seafaring brothers to make ends meet much easier, thanks to the \$15 weekly increase provided for them.

Another big gain is the welfare program for unemployed Seafarers waiting to ship. These things are a welcome benefit

for all of us, and they are a wonderful idea. It was not too long ago that we couldn't even dream of such benefits.

For these reasons, "hats off" to our welfare representatives and Union officials. I know all SIU men join me in this.

Pete Villabol

Alcoa Clipper Runs Smooth

To the Editor:

Everything here on the Alcoa Clipper is running smooth.

We haven't seen our ship's minutes in the LOG yet and wonder when they'll be printed. We also didn't receive any LOGs on arrival in Port-of-Spain, Trinidad, on June 13.

Our ship's committee is handling everything as it comes along. This includes Harris H. Patterson, ship's delegate; Russell M. Grantham, deck delegate; Lee A. Smith, engine delegate; Paul E. Read, steward delegate; (galley); Rueben Belletty, steward delegate (topside); James W. Barnett, treasurer, and myself.

All the brothers aboard were glad to receive the news about the Welfare Plan and the new family benefits, and wish to give our secretary-treasurer and our Union officers at headquarters a vote of thanks for a job well done.

Joseph A. Rusheed
Ship's reporter

(Ed. note: Ship's minutes are published in the LOG as they are received. Your ship's minutes will appear in a future issue. Issues of the LOG are sent to all vessels, according to itineraries furnished by the companies. The LOG dated June 10 probably got to Port-of-Spain after your arrival there June 13.)

Hamill Heading East These Days

To the Editor:

Here's another missive-missile from the SS Marie Hamill, the galloping tub of the seven seas, now headed for a few more Asiatic countries as we depart from the fair village of Yokohama.

A few hearts seem to have been broken when this vessel was taken off the Northern European run and, in fact, quite a few of the boys quit the ship in order to get one headed back that way. But we hope that of the ones that did stay for this voyage that the belles of Nippon can mend their aching hearts in a hurry.

There are no squawks to speak of at the present writing, but one brother says they put too much milk on these ships. Well, that's one for Westbrook ("I don't agree with anyone") Pegler to juggle around awhile before starting a blast, for it was not too many years ago that he stated that the men of the US merchant marine were being served too much soft, rich food and too many delicacies.

To him we say: We earn them and we have the SIU to see that we get them.

Trick On Steward

Some of the boys aboard this ship have requested that I extend their sympathy to the steward for playing a mean trick on him a few nights ago. When he walked into the crew messhall, someone told him that they were using coffee beans in lieu of poker chips.

Well, he took one look and stepped outside, dropping a tear from each eye. However, since

we don't want our good man "Coffee Bean" Jones to worry about it, the truth is that those were red pinto beans the boys were using.

I'd like to use this medium to thank Brother C. V. ("The Bull") Berg, ship's delegate for the past two voyages, for doing such a good job, and also for assisting me in learning the score after being elected delegate for this trip. He was a great help in explaining the duties of the job.

It would probably be a great help on all ships if the outgoing delegate would do the same for his successor, whether he's getting off or staying on the ship.

V. Wilkerson
Ship's delegate

Benefits Please Alcoa Pennant

To the Editor:

We, the crew of the Alcoa Pennant, would like to go on record as being very grateful to our headquarters negotiating committee and welfare officials for obtaining the welfare plan for our families.

We think this deserves a vote of thanks for a job well done.

H. G. Sanford
Ship's delegate

SIU Payoffs Put Him In Business

To the Editor:

This is sort of a farewell note to all my shipmates and the friends I've had the pleasure of sailing with under the SIU banner.

I've retired my book because I am now operating my own tavern in Perth Amboy, NJ, thanks to the wages and conditions made possible by our SIU contracts. I wouldn't have been able to do it without those SIU payoffs.

If any of my friends are around Perth Amboy, stop in at the "Seven Seas Cafe," 170 New Brunswick Ave., and say hello. There'll always be the latest LOGs, good information and a square deal for all hands. I'm situated only a block from the main stem.

Incidentally, congratulations to everyone responsible for obtaining the best welfare plan in the industry. Keep up the good work and, above all, keep up our fine record.

Joseph Fidalgo

Old-Timer Passes Away

To the Editor:

An otherwise smooth voyage of the SS Frances was marred by tragedy in the port of Ciudad Trujillo, Dominican Republic.

One of the older members of the Union, Elmer J. Shipp, passed away of natural causes in that port. Shipp joined the SIU in the Port of New York on January 6, 1939. "Blackie" as he was also known, sailed in the engine department mostly out of Baltimore and Norfolk. He was oiler on the Frances.

His remains are interred in Ciudad Trujillo. The captain of the Frances, M. G. Fleming, conducted services aboard which were attended by all.

Shipp was popular with all and disliked by none on this ship which is about as good an epitaph as any of us could want. We all miss him and we're sure his many former shipmates and friends ashore will also.

V. Janssons
Ship's delegate, and crew, SS Frances

Work And Play On The Cecil Bean



Firm on his feet (photo left), H. Keith, oiler (left), stands pat as Abe Rosen attempts a flying mare, Rosen, saloon steward and ex-Hollywood actor, got a big display in the "India Times" during the stay of the Cecil N. Bean in Bombay as former "rough, tough screen outlaw" Jeffrey Allen. A. Saettore, oiler, looks on. At right, deck department gives the gangway a working over. Pictured (l-r) are: H. Rode, bosun; Red Burris, AB; McDaniels, OS; H. Prios, AB; F. Anderson, OS. Sten T. Zetterman, secretary-reporter, supplied the photos.

Ever Try 'Neapolitan Fish Stew'?

When we think of Italian-style cooking, many of us are all too apt to think exclusively of meatballs and spaghetti drenched in tomato sauce. How wrong we are, comments Seafarer Ben Grice.

As he explains it, "Italians have a way with all food. Take a fish stew, for example. American fishermen of Italian descent have popularized this dish in the localities in which they live and it has become famous among gourmets the world over.

"More people should try this delectable dish, gently seasoned with oregano and basil—it's a main dish in itself, with the possible addition of a crisp green salad and a long crusty loaf of Italian bread such as our good Brothers Harvey Lee and Richard Gelling make."

For those who have read this far without interruption for a quick dash off to the nearest Italian

restaurant, Grice offers this recipe for "Neapolitan Fish Stew."

You need (all measurements are level): 6 cups chopped onion, 2 cups chopped green pepper, 4 8-ounce cans, Spanish-type tomato sauce, 4 No. 2 1/2 cans tomatoes, 10 teaspoons salt, 7 teaspoons crumbled oregano leaves, 1 teaspoon each basil seasoning powder and garlic powder, 8 tablespoons dried parsley flakes, 2 pounds haddock or codfish fillets (any white meat fish will do), 1 1/2 pounds each



Grice

canned shrimp and canned crabmeat. Put all ingredients except the seafood in a saucepan and cook 5 minutes. Cut the fillets into 4"x5" pieces and add. Cook slowly until fish is flaky (about 15 minutes). Add shrimp and crabmeat; cook 5 minutes more. Serve immediately with freshly-cooked spaghetti or rice. (If fresh shrimp and crabmeat are used, add them to the sauce at the same time as the fish and omit the last 5 minutes' cooking time.) Serves 20. Grice, who sails in the steward department, has been doing lots of fancy cooking on his own aboard SIU ships for the past dozen years. He joined the Union in New Orleans in 1943.

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No Beef Is Routine If You're In The Middle

The importance of the SIU's system of ships' delegates is easily demonstrated in the smooth handling of day-to-day relations between crew, master and officers over what are called "routine, relatively minor beefs."

How "minor" a beef is, of course, depends on where you are. When you're ashore, on the sidelines, most items are classed "routine."

But when the ship needs a dozen more coffee mugs, a repair of leaky plumbing or there's a brother who could use a draw because of an emergency back home that requires speedy financing, and you're on that ship, they can't be considered routine at all.

You're like everybody else; you don't like drinking coffee out of a soupbowl and you don't like being kept awake by rumbles in the plumbing. That's where the delegate steps in.

It's generally to the credit of him and hundreds of other conscientious Seafarers like him that the coffee mugs eventually arrive on the scene and the pipes stop singing a lullaby that you never need in the first place after a hard day's work.

A typical instance of the job of a ship's delegate appears in the

recent minutes of the Robin Kirk (Seas Shipping), where Seafarer Hendrik Swartjes had a verbal joust with the captain over an awning for use on deck. Old Sol shows no mercy in those South Atlantic climes and the crew was not for fryin'.

Accordingly, delegate Swartjes went to bat. The minutes, which probably capsulize interviews on the subject covering several days' time sum it up tersely: Brother H. Swartjes reported he had seen the captain in regard to an awning. The master at first was indifferent, almost argumentative, but was ultimately brought to concede . . ."



Swartjes

There's an awning on the deck of the Robin Kirk these days, thanks to the steadfast oratical and debating talents of the vessel's ship's delegate. A routine matter? Swartjes didn't think so.

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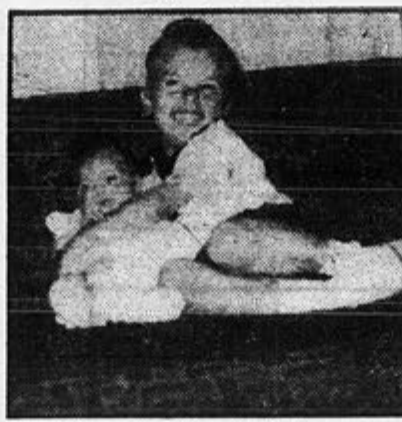
LOG-A-RHYTHM:

Somewhere

By Joseph Michael Connelly

*Somewhere in the black of night,
A ship is crashing through the seas:
Its bow dipping, scissor-cutting water,
Ripping and tearing up the liquid form
And tossing flecks of phosphorescent foam
To the insatiable hungering darkness,
While 'round the booms and through the rigging,
The weird shrieking of the wind whistles
A mournful dirge to the Captain's bridge.
The captain, in his cabin sitting,
Listens to the tune; no musician he,
But a great critic listening to the melody.
He speaks, "The flapping of tarpaulins over empty hold
Sounds flat, and unattended to."
There is the stomping of boots on the deck,
Many hands batten down the canvas; the critic
Lonely in the highest, smiles contentedly
And whistles with the wind.*

Baby Patter



Happy to welcome baby sister Patti Layne, born March 22, is Mitchell Reed, Jr., who'll be three on July 28. Seafarer Mitchell Reed of West Enterprise, Miss., has collected the \$200 SIU maternity benefit for both of them.

Burly

Over-Excited

By Bernard Seaman



Protecting SIU Is Job For All

To the Editor:

I have been shipping since 1950 and can proudly say that the SIU is the best there is in the maritime industry.

I think that the seniority shipping rule now in effect is a good set-up, because it means fairness to all, and gives permitmen an even better chance than before to get jobs.

Since I began sailing SIU as a permitman, I've had fair

have only thirty minutes to clean up and order their meals. Of course they have the remainder of the hour to eat.

I believe that ten to fifteen minutes until the hour, at least, should be allowed for a clean-up period.

Thurston Lewis

Thankful For Welfare Help

To the Editor:

My mother and I would like to thank SIU Welfare Services for the help and time spent with us. We appreciated it very much.

The worst is over, and things keep right on moving. We do wonder, however, if mother is entitled to my father's Social Security (he was 64). If she is, would you send us the information on who to see and what to do about this. We don't know how to go about it, and your help would be greatly appreciated.

Mrs. H. Herrmann

(Ed. note: Information on your right regarding Social Security benefits is being sent to you.)

Vote Of Thanks For Steward

To the Editor:

I would like to give a vote of thanks to Brother John Tilley who served us so well, in the capacity of steward, during his stay with us on the Alcoa Pioneer.

It is a pleasure to sail with one who has the well-being of each individual crewmember at heart.

We on the Pioneer wish his smooth sailing on his next voyage.

M. D. Baxter
Ship's delegate

Benefits Mean Peace Of Mind

To the Editor:

Within every seafaring husband and father there lies the constant fear that some member of his family will need medical care and/or hospitalization at a time when he is far from home and, due to the manner in which he is paid, will be unable to provide immediate essentials.

The peace of mind derived from the new benefits of our wonderful and cleverly-planned SIU Welfare Plan program will contribute vastly to the mental and physical health of every member of our Union.

Young and unmarried members have much to look forward to. Their families will be protected from the very beginning.

Frank Reid

Del Campo Men Applaud Gains

To the Editor:

We the membership of the MV Del Campo wish to express our sincere gratitude and appreciation for the new family benefits won for us. We believe as before, that this, another SIU first, will lead to more prosperous achievements for the membership and their families.

The voyage has been pleasant all around with no major beefs and very few minor ones.

Each and every brother has cooperated with the delegates on board and think that the new delegate system is tops for handling beefs and Union business on board ship.

P. A. Taurasi, Ship del.
M. Cox, Eng. del.
J. Beasley, Std. del.

Letters to the Editor

treatment given to me and all permitmen alike. The man who wanted to ship always had his chance, and that is why I can say that the present seniority system is a good one.

At first I was a little confused about it, but after I read it all over a couple of times, I realize that it was a good deal for all of us.

No Fouling Up

Because we have the best today, the least we can do is protect it and defend it at all times. This can be accomplished by not fouling up, or missing ship, and by speaking our piece at ship and port meetings to get rid of what's on our minds.

Performing is more of a hindrance to us than anything else and only makes it tougher for our officials when they have to negotiate with the shipowners.

The things we have in the SIU are worth fighting for, and we can all show our gratitude and appreciation for them by manning our ships in proper fashion, in traditional Seafarers style. This will show the world we are the best, not only because we say it, but because we can back it up at all times.

If anyone doubts this, let him read our own LOG on how SIU men defied the sea in all kinds of rescue work, of the men who fought so valiantly just a little while back to keep the doomed Stealore afloat, and many others. Our emblem "SIU" means the best, so let's keep it flying high above all others.

George Suarez

Clean-Up Time Needed On Deck

To the Editor:

One of the supposed dilemmas which a bosun must face is when to knock off the men for coffee and for meals. As for coffeetime, the contract covers this quite adequately.

If a bosun, trying too hard to make a good impression on his men, gives too much coffeetime—more than the 15 minutes stipulated in the contract—he is apt to be sticking out his neck for some observant mate to chop off.

As for knocking off time at noon and in the afternoon—when men working on deck are doing exceptionally dirty work, such as in paint, grease, rust, soot, slush, etc., they should be knocked off a few minutes early in order to clean up for chow. Seafarers do not "dress for dinner" in the sense of tie and tails, but they like to be clean when at the table and they want the brother next to them to be clean.

Especially at noon, if they are knocked off "on the bell" they

SIU To Crew Oil-Freight Ships

Some of Malcolm McLean's ambitious plans for maritime will bear fruit next month when the SIU-contracted Pan-Atlantic Steamship Company accepts delivery on two combination tanker-dry cargo vessels.

The two ships are T-2 tankers that have been modified with the addition of a "flight deck," like those put on Navy tankers in World War II. The flight deck will provide space for carriage of deck cargo either in the form of crated general cargo or as loaded truck trailers.

The two ships, formerly the tankers Whittier Hills and Potrero Hills, were purchased by McLean several months ago after being idle for some time. They will be renamed the Almena and the Ideal X after delivery to Pan Atlantic by the Bethlehem Key Highway Shipyard in Baltimore.

Both vessels will go on Pan Atlantic's coastwise service. They

are in addition to Pan Atlantic's plans for construction of seven brand new ships designed to carry fully-loaded truck trailers. The

new ships are part of a proposed trade-in deal in which Pan Atlantic would turn over its seven C-2s to the Government.

Miami MM&P Praises SIU Support In Strike

MIAMI—Seafarers' support for the Masters, Mates and Pilots recent contract strike beef was recognized in a letter of appreciation sent to this branch by the local MM&P

strike committee. The MM&P had one ship, the Samuel Fuller (Sinclair Oil) tied up for five days here with a picket line along with other striking unions. The SIU, of course, supported this beef all the way.

SS Valchem Crew Cited In Rescue

Seafarers aboard the Valchem have been commended by the Coast Guard for rapid and effective action in an emergency when they rescued tugboat crewmembers after a collision in Sabine Pass.

The Valchem was headed upstream to Orange, Texas, on June 17 when it ran into the small 26-ton tug Diane F, which was hauling barges laden with explosive chemicals. The tug sank almost immediately and its four crewmembers hit the water. One swam ashore and the other three clung to the disabled barge.

Immediately five Seafarers and the second mate lowered away a lifeboat and picked up the quartet. The entire operation took only 6½ minutes.

The Valchem escaped with minor damage, although there were anxious moments after the collision when it was feared that the methanol in its tanks might ignite and cause a serious fire.

This port also had one of the first dependent's benefits cases when Mrs. Remberto Duo went to Victoria Hospital for surgery. She is now at home and doing very nicely after her operation.

Shipping has been doing fairly well here and the MV Ponce is coming out of drydock to go back on her regular cement run, which is welcome news to the men in this port.

MONEY DUE

The following men have checks waiting for them at Cities Service Oil Company, 70 Pine Street, New York. They can either be picked up in person or requested by mail, giving proper identification:

Benjamin Abrams, Joseph A. Arnold, Paul E. Bailey, Newton E. Baker, James P. Marclay, Guy D. Barfield, Louis L. Bentley, Nicolas M. Bjorgum, Purvis M. Blackwell, Isaak Bouzin.

James H. Burford, Jose Castell, Lavern Coats, Robert Cooper, James J. Crotty, Jay J. Cuccia, Harold Dailey, William Davies, Darrell Downing, Harry Early.

Edmond L. Eriksen, Robert Eschrich, Rodney Fontenot, Curt Fried, Rachid Gaham, Jesse Griffith, Edwin Growe, James M. Halpin, William H. Harbman, Virgil L. Harding.

Cecil Hargroves, John C. Herber, Harvey Horn, James Harrell Hudson, St. Richard Hufford, Sidney S. Irby, Joseph M. Israel, Robert Jensen, Robert O. Jordan, Christopher Kelleher.

Waldemar Knutsen, Wallace J. LaNasa, Manuel Laureano, Joseph F. Lewis, Herbert McIsaac, H. Meitz, Herman Miller, Ernest Mishens, John A. Morris, Motomu Musashi.

James B. O'Keefe, Joseph W. O'Neil, Arvid W. Osolin, William Price, Frank P. D. Pyes, Thomas O. Rainey, Tomas Ramirez, Robert Rojem, Frank P. Delos Reyes.

Charles W. Sanders, Alexander Sarg, Clarence Scott, Jr., Panagiotis D. Sideropoulos, Efrain R. Sierra, John P. Stanford, Edgar Starna, Hughes P. Towne.

Robert Van Valkenburg, Blas R. Vega, Robert B. Ward, Elvis O. Warren, Laurie P. Welch, Richard L. Welch, Charles Westman, Joseph A. Yanik.

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:

Susanne Carol Maffei, born May 25, 1955. Parents, Mr. and Mrs. Norman Maffei, Franklinville, NY.

Donna Fitzgerald, born June 4, 1955. Parents, Mr. and Mrs. Daniel F. Fitzgerald, Irvington, NJ.

Margaret Rose Russo, born June 2, 1955. Parents, Mr. and Mrs. Frederick Russo, Brooklyn, NY.

Priscilla Reyes, born June 10, 1955. Parents, Mr. and Mrs. Pedro Reyes, Brooklyn, NY.

Francine Sbriglio, born May 7, 1955. Parents, Mr. and Mrs. Salvatore J. Sbriglio, Boston, Mass.

Douglas Neil Matthey, born April 12, 1955. Parents, Mr. and Mrs. Neil D. Matthey, Seattle, Wash.

Gregory Hollis Johnson, born June 4, 1955. Parents, Mr. and Mrs. Hubert Hollis Johnson, Henderson, Tenn.

Arlen Cain, born June 15, 1955. Parents, Mr. and Mrs. Roy Cain, Navaco, Ala.

Shirley Lynn Crawford, born May 27, 1955. Parents, Mr. and Mrs. George N. Crawford, Mobile, Ala.

Herbert Eugene Sprinkle, Jr., born May 7, 1955. Parents, Mr. and Mrs. Herbert E. Sprinkle, Bayou La Batre, Ala.

Shelia Ann Spencer, born March

7, 1955. Parents, Mr. and Mrs. Robert Spencer, Mobile, Ala.

David Gil, born June 16, 1955. Parents, Mr. and Mrs. Luis Gil, Bronx, NY.

Doris Denise Sawyer, born May 13, 1955. Parents, Mr. and Mrs. Lyman Sawyer, Jr., Belhaven, NC.

Douglas Lawrence Wandre, born June 18, 1955. Parents, Mr. and Mrs. Earl Wandre, St. Lawndale, Calif.

Steven Curtis Oglesby, born June 18, 1955. Parents, Mr. and Mrs. Charles Oglesby, Brooklyn, NY.

Barbara Jean Sumpter, born June 1, 1955. Parents, Mr. and Mrs. James Walter Sumpter, Jr., New Orleans, La.

Brenda Sue Tate, born April 21, 1955. Parents, Mr. and Mrs. Jasper Tate, Lake Charles, La.

Glenn Manuel, born June 16, 1955. Parents, Mr. and Mrs. Warren Manuel, Mamou, La.

Sherrilyn Marie Butcher, born April 30, 1955. Parents, Mr. and Mrs. Ashton Butcher, Orange, Texas.

Maureen Myers, born June 19, 1955. Parents, Mr. and Mrs. Darwin Myers, Somerville, Mass.

Donna Leslie Colyer, born April 24, 1955. Parents, Mr. and Mrs. Robert C. Colyer, Baltimore, Md.

Robert Michael Kelley, born April 10, 1955. Parents, Mr. and Mrs. Robert Kelley, Mobile, Ala.

PERSONALS

Louis Childers

Get in touch with Peter Pasinosky, Box 558, Woodcliff Lake, New Jersey.

Philip C. Adkins

Jamaica Affiliates, 87-67 Sutphin Boulevard, Jamaica, New York, report they are holding papers that would be of interest to you.

Frank Ballard

Eldon Ray asks you to write him c/o SS Afoundria at either Pusan, Korea, or New Orleans.

Eric J. Berg

V. Puleo asks you to write 1124 Poeyfarre Street, New Orleans, concerning important checks and papers.

Thomas Williamson

You are asked to contact Marvin Schwartz, 233 Broadway, New York.

SEAFARERS

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SEAFARER IN SIAM

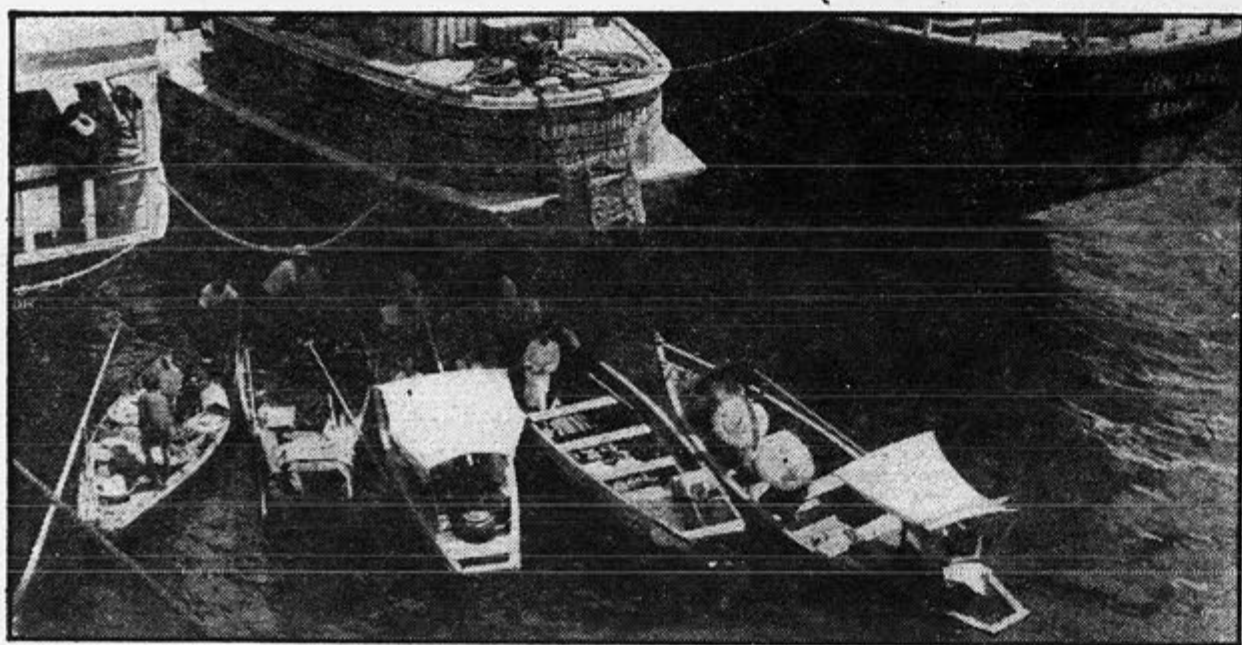


The mysterious East of fact and imagination is probably nowhere better typified than in Siam (or Thailand as it is officially known). Here in the best Oriental tradition are the temples that look like wedding cakes complete with temple dancers and weird music, exotic sculpture and architecture, colorful clothing mixed with Western style business suits, pedicabs and automobiles. And on the other side of the coin there are the opium dens, slums which can only breed in the Orient and the assortment of smells which is present, in countries where plumbing is absent and sanitation is a little known word.

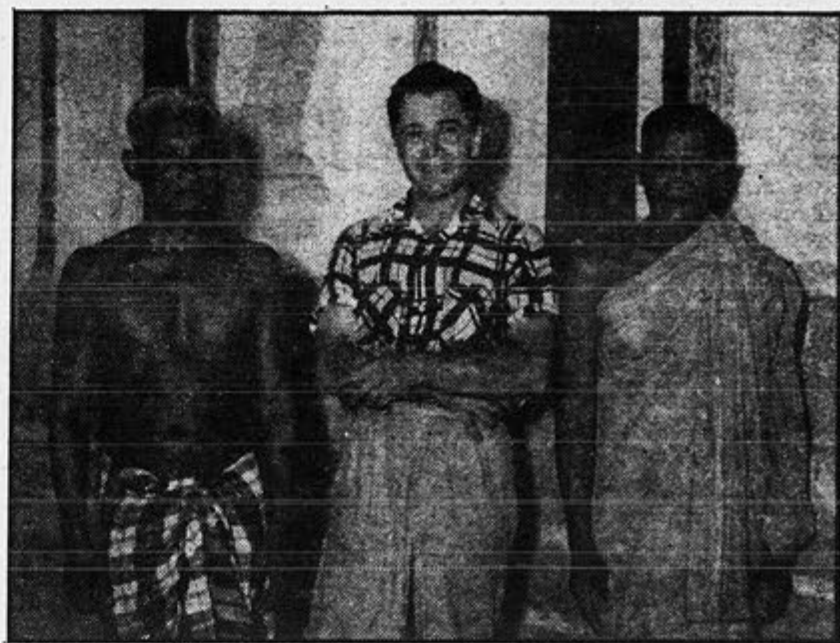
Seafarer Sal Terracina has made Siam a number of times on the Far East run. Here are a few of the many colorful photographs he has taken while in that country.



This back alley market place is pretty much the main drag of Ko-Si-Chang, a river-front village below Bangkok, which sometimes becomes a major port of call when the Chao Phraya River silts up.



No oriental harbor scene would be complete without bumboats. Some of these at Ko-Si-Chang carry girls who came down from Bangkok in the hope of meeting ship's crews stopping at the river port.



Tibetan lama (left), aged about 70, shows off his healthy physique in front of Siamese temple. On Terracina's right is the temple priest.



A typical Siamese longshoreman takes advantage of a break to grab a smoke. He's seated next to Seafarer Terracina who submitted the photographs appearing on this page.



These three youths are temple dancers posing in the temple garden. Cigarette dangling from lips is pose probably picked up from a Hollywood movie.