

SHIP BILLS SIGNED



Checking Vote. Breaking seal on outport ballots, Seafarers C. W. Emanuel (left) and Al Yarborough, of hq. tally committee, ready final vote tally on SIU constitutional changes. J. Obreza is at right. (Story on Page 3; Report on Page 10.)

Bernstein Lets Bids To Ready New US Liner

Story On Page 3

Amendments Carry; 39 Posts At Stake In Union Elections

Stories On Pages 2, 3

IBL Petitions For Dock Vote

Story On Page 2



Global Tinderbox? "No smoking" sign in a variety of languages at the Aramco oil terminal, Ras Tanura, Saudi Arabia, pinpoints problem posed by Egypt's recent seizure of Suez Canal. (Story on Page 16.)



NO Family Day. Enjoying themselves at 6th annual picnic staged by Del Sud crew in New Orleans, are (1 to r) Mrs. Milton Mailho and son; Carlos Luna, and his mother and sister, and Milton "Rags" Mailho. (See photo feature on Page 9.)

Nominations Open, 39 Union Posts On Ballot

Seafarers who wish to run for Union office in the coming SIU biennial elections can now enter their nominations. Qualified members can run for a total of 39 elective posts as approved by the membership meetings in all ports at the August 8 meetings. The nominating period opened officially, as per the Union constitution, on August 12 and will close one month later at midnight, September 11.

The constitution sets up a simple and easily-followed procedure whereby any qualified Seafarer can nominate himself. He simply writes a letter to headquarters stating the office for which he in-

The pre-balloting report adopted by the membership on the elective offices open in this year's voting appears on page 4.

tends to campaign. He submits his qualifications with the letter, which consist of proof of three years' unlicensed seafaring, proof of citizenship and of two years' continuous membership in the Union.

The seafaring requirement calls for four months to be in the current year on SIU-contracted ships. Where a Seafarer has been an official or employee of the Union, the employment time counts in

Pier Facelift Gains In NY

Several new steps in its long-range program for improving New York harbor facilities have been announced by the Port of New York Authority.

Continuing its \$85 million Brooklyn pier improvement plans, the bi-state agency will start removing 14 obsolete warehouse and industrial buildings in the Atlantic Basin area in September. Completion of the work is expected by next spring.

Lease Brooklyn Pier

In addition, the PA has reached an agreement with the Danish-flag Maersk Line to lease Pier 11, which has just been started along the eastern shore of the Atlantic Basin. This \$8 million pier will be the largest wharf facility for berthing ships on the New York waterfront.

In Newark, the PA took the first step toward construction of its new \$6 million three-berth marine terminal by awarding a contract for demolition and other work in the former Army base area.

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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place of the four months' current seafaring.

Candidates for office are requested to send in a statement of 100 words or less summing up their activities as Union members and their past record in the Union. A passport-size photo should accompany the statement. All photographs and statements are then published in the SEAFARERS LOG prior to the election so as to acquaint the membership with all the candidates.

After the nominations close and all qualifications are submitted, a rank and file credentials committee will be elected by the headquarters membership which will examine the qualifications and bring in a report to be acted on by the membership in all ports.

Voting Begins Earlier

Under the terms of the amendments to the constitution recently approved by Seafarers, the voting will begin two weeks earlier than in the past. The voting period runs from November 1, 1956 through December 31, 1956. The newly-elected officers will take office for a two-year period on midnight of the night that the election results are reported on by the tallying committee and approved by the membership up and down the coast.

As approved by the membership the number and distribution of elective posts is ten less than were voted on two years before. There will be eight less patrolmen in New York and one less each in Baltimore, Mobile and New Orleans. The membership will elect an agent to serve in San Francisco as West Coast representative. This position had not been on the ballot before.

All patrolmen will be elected as joint patrolmen in the various ports. There will still be officials elected to represent each shipboard department, as three assistant secretary-treasurers will be so designated.

The number of patrolmen to be elected was deemed consistent with the current needs of the Union in

servicing the ships and carrying out other functions.

The roster of posts open is as follows:

Headquarters: One secretary-treasurer; one deck assistant secretary-treasurer, one engine assistant secretary-treasurer, one steward assistant secretary-treasurer; three joint assistant secretary-treasurers.

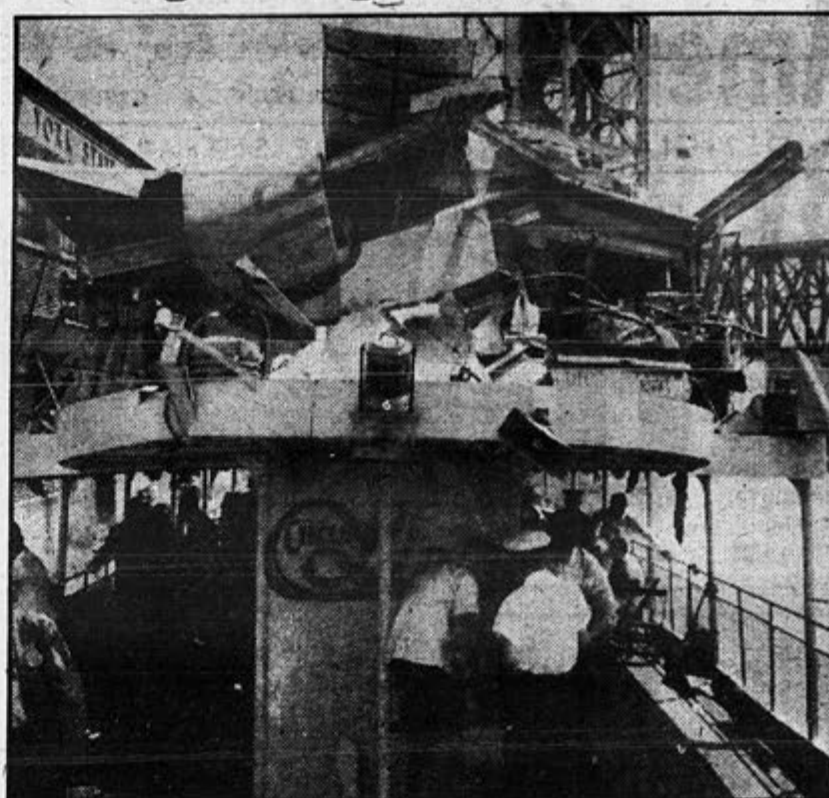
Boston: One port agent, one joint patrolman.

New York: Seven joint patrolmen.

Philadelphia: One agent, one patrolman.

Baltimore: One agent, three (Continued on page 15)

Sightseeing Boat Is A Sight



Passengers on this New York harbor sightseeing boat got more excitement than they bargained for, when the vessel drifted into a Harlem River bridge after its steering gear jammed.

IBL Files For New NY Longshoremen's Election

Moving into the home stretch of its campaign to bring New York longshore workers real trade union representation, the International Brotherhood of Longshoremen has petitioned the National Labor Relations Board for a new waterfront election. The Labor Board is now holding meetings on the election procedure.

In submitting its petition, which was accompanied by thousands of pledge cards, the IBL made it plain that it was taking this action because of the clear need by longshore workers for a trade union which would act for and serve them. It expressed the hope that an election could be speedily held to permit longshoremen to decide on the organization of their choice.

ILA Seeks Delay

The immediate reaction of the International Longshoremen's Association (independent) was to attempt to delay the pending vote. The ILA, which was ousted from the AFL three years ago on corruption charges, could get early settlement of the issue by consenting to an NLRB supervised ballot. However, ILA's first action was to challenge the need for a new vote

in the harbor, which will have the effect of postponing the balloting.

ILA and its supporters took ILA's delaying steps to indicate that the ousted organization was fearful of IBL's widespread support in the harbor.

Waited On Petition

The IBL emphasized that it filed its petition only after waiting in vain for the ILA to give assurance that it was ready to function as a trade union should.

"Responsible people in several areas expressed a hope that another fight on the waterfront could be averted—perhaps by the ILA changing its attitudes," said IBL secretary-treasurer E. L. Slaughter. "Out of deference to these feelings, the IBL awaited some tangible and substantial evidence that the ILA was ready to institute accepted trade union practices and to guarantee the workers demo-

cratic expression, economic protection and security. But no such evidence appeared.

"Nor was there any concrete assurance that the ILA desired or even was capable of correcting its attitudes. For these reasons there must be a third election for longshore workers, and, if necessary, a fourth and fifth election, which are the only means available by which longshore workers have any opportunity to democratically express their rights and wishes."

In its election bid, the IBL is being backed up fully by both the SIU A&G and Teamsters Local 807, which handles the bulk of the trucking in New York harbor.

The SIU membership has voted on repeated occasions in the past three years to support the IBL and the longshoremen up and down the coast in their bid to throw off ILA domination.

SIU Statement

"The SIU has consistently stood alongside the IBL," SIU secretary-treasurer Paul Hall stated, "and in response to the requests of thousands of longshore workers in New York harbor we will continue that support. All of the issues which brought about the expulsion of the ILA from the AFL still remain and it is apparent that any compromise on these issues would be detrimental to the trade union movement generally and specifically to the IBL and the viciously-abused longshore workers of the port of New York."

President John Strong and secretary-treasurer Thomas L. Hickey, speaking for Local 807, declared: "We welcome the opportunity to reaffirm our support of our brother waterfront workers in the fight which we regard as the concern of all who are interested in the well-being and progress of the trade union movement."

Among the things the IBL is seeking for New York longshore workers are democratic procedures in their locals, better safety conditions, paid holidays and improved welfare benefits.

SIU Presents Movie Gear To NO Hospital



Seafarer-patients and others at the New Orleans marine hospital are assured regular movie showings by an SIU gift of a 16 mm motion picture projector and screen to the institution. SIU welfare rep. Vic Miorana (left) and a committee of Seafarer-patients do the honors as Dr. John M. Bowden, hospital medical director, and Mrs. Miriam Phillips, recreational director, receive the gift. The Seafarers (l to r) are Fred Holmes, David Wright, Fedele DiGiovanni, Leslie Blanchard and Floyd Cummings.

Amendments Win By 97 Percent

A 97 percent favorable vote by Seafarers in all ports has overwhelmingly approved a series of SIU constitutional amendments designed to assure additional safeguards for Seafarers' voting rights in future elections and referendum balloting.

Work by a membership-elected headquarters tallying committee was completed this week in advance of its report to the regular meeting next Wednesday, August

22. Once the committee's report is ratified by the membership meetings in all ports, the amendments become automatically effective. A two-thirds vote was required for adoption.

The amendments would thus become part of the balloting procedure for the forthcoming regular SIU election for officers this fall. (See story on page 2.)

A breakdown of the 3,644 ballots cast showed the following: Yes, 3,535; No, 77; Void, 27, and Blanks, 5.

Changes include provisions for nightly deposits of used ballots in a bank vault, elimination of the present "lame duck" period under which newly-elected officers had to wait two and a half months before assuming office, tightening of seetime requirements for all candidates and broadening of membership and outport participation in the final tally by the headquarters committee.

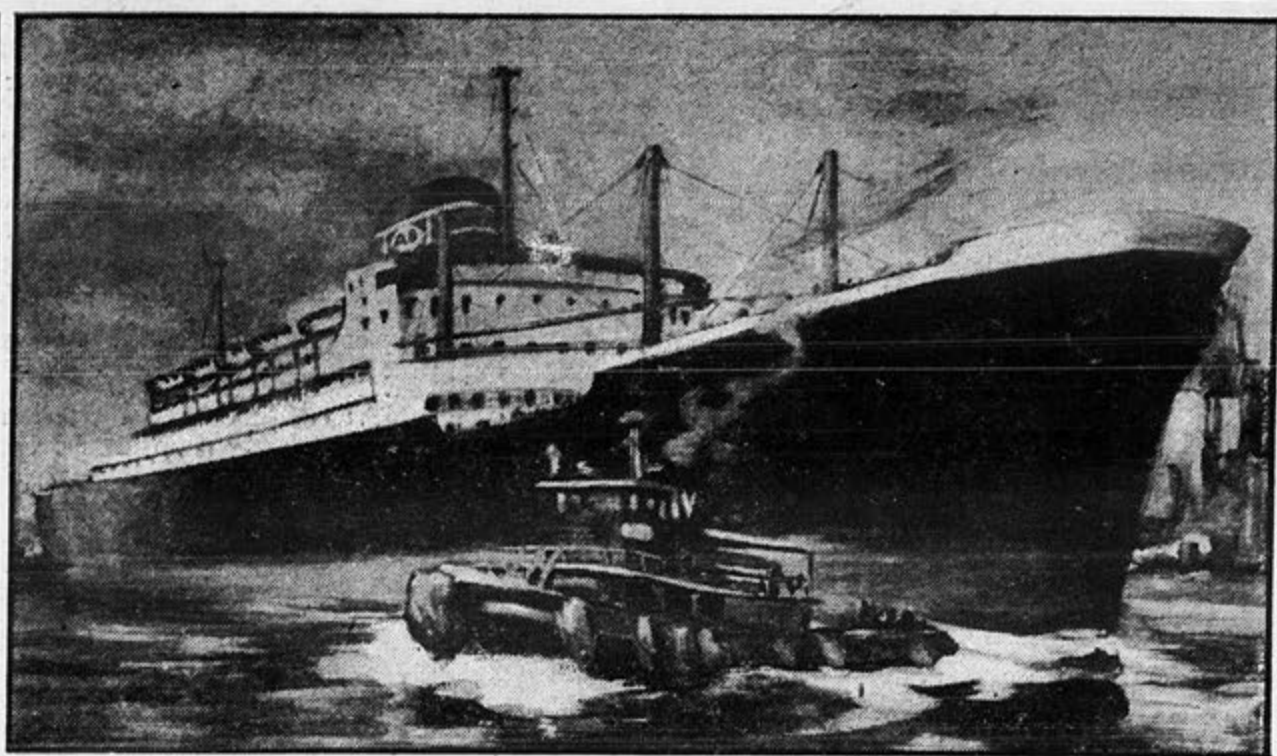
The amendments will put newly-elected officers into their posts at midnight of the night the tallying committee report is accepted and require candidates to show three years of unlicensed seetime, four months of it on SIU-contracted vessels during the calendar year

For report of the headquarters tallying committee see page 10.

of the election. Membership in the headquarters tallying committee would be open to two men each from the ports of Baltimore, Mobile, New Orleans and San Francisco, in addition to six Seafarers elected at headquarters.

Other changes would move the actual voting dates back to November 1-December 31, call for election of a credentials committee on September 1, and provide for other minor revisions.

Voting on the amendments began July 12 after the proposals were approved by shoreside membership meetings and a membership-elected constitutional committee. After the balloting ended August 8, a six-man tallying committee was elected in all ports and at headquarters. Members of the headquarters committee which tallied the New York vote and checked the outport results were Al Yarborough, Joseph Schwinn, C. W. Emanuel, William Biskas, Rudolph Leader and Joseph Obrega.



Artist's drawing depicts the proposed low-cost passenger liner planned for operations next summer by the Arnold Bernstein Line. Conversion of the Badger Mariner would provide accommodations for up to 1,000 passengers and 300 crewmen on economy cruises to Europe. The Federal Maritime Board just opened the way for the line to request bids on plans and specifications for the ship.

Tom Clark Dies, Was NY P'tlman

Brother Tom Clark, who was elected four times as a New York patrolman in the SIU, died of a heart attack on Monday, August 6

in Beth Israel Hospital, New York. He was 60 years of age.

Clark had resigned his Union post in March of this year because of ill health.

He was a veteran member of the Union, joining in 1943, and was first elected as patrolman in the fall of 1949. He was again elected in 1952, 1953 and 1954, the last time as engine department patrolman.

Funeral services took place on Friday, August 10. He is survived by a sister in New York.



Speak Out At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting—chairman, reading clerk and recording secretary. Your Union urges you to take an active part in meetings by taking these posts of service.

And, of course, all members have the right to take the floor and express their opinions on any officer's report or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their minds.

New Cement Ship Due On Florida Run

NEW YORK—The shipping boom is still on in this port, with plenty of jobs in all ratings, assistant secretary-treasurer Claude Simmons reports. All indications are that it will increase still further, he said, as the Union is picking up more ships all the time. He issued an invitation to all rated men who may be finding it a little tough to ship in other ports to come up to headquarters and pick their jobs.

Headquarters has just been informed by one of its operators, the Ponce Cement Company, that the Liberty ship which it bought is being converted to haul bulk cement. The conversion has been done in Todd's Shipyard, Erie Basin, which means shipping the crew out of this port.

The ship has been renamed the SS Florida State and will run between Fort Everglades, Fla., and Ponce, PR, so it should be a good run for those men who want to stay out of cold weather, or those who make Florida their home.

During the past two weeks, the New York branch paid off 20 ships, signed 2 on foreign articles, and serviced 12 in-transits. These ships were all in good shape with only minor beefs which were handled aboard to the satisfaction of all hands.

Ship Bills Signed, Bids Let On New Passenger Vessel

A big boost was given to the maritime industry and working seamen when President Eisenhower signed two shipping bills last week. One of them provides for 100 percent Government insurance on ship mortgages for new ships. The other permits the sale of

two C-4s to the Browning Steamship Company, an SIU Great Lakes operator, for deep sea service to Cuba and Mexico.

An immediate effect of the President's action was the announcement by the Federal Maritime Board chairman, Clarence Morse, that bids are being let on the conversion of a Mariner ship which Arnold Bernstein Lines intends to use on the North Atlantic passenger run. Bernstein's plans for the new low-cost passenger service had been held up until now by the lack of the 100 percent mortgage guarantee. He already has approval for operating differential subsidy on this run.

The Badger Mariner is the ship slated for the conversion job which is expected to take eight or nine months. When finished, the ship will accommodate 1,000 passengers, all but 50 in a one-class service featuring cafeteria-style feeding. A crew of 300 will be used to man the vessel.

First Of Three

The ship would be used on a run between New York and the low countries and would be the first of three such vessels contemplated in Bernstein's plans.

Barring further hitches, the Badger Mariner would go into use next summer. With the sinking of the Andrea Doria, the pressure on passenger space is expected to be greater than ever, so there should be no difficulty in running the new service at full capacity in the peak tourist season.

If all goes well, two more ships will be added at a later date to maintain weekly sailings and adequate service. Originally the Bernstein proposal called for conversion of three Mariners, but there is doubt now whether additional Mariners will be available

for this purpose. In this event, the company is contemplating construction of new vessels expressly designed for one-class low-cost passenger travel.

While Bernstein is the first company ready to take advantage of the 100 percent ship mortgage program, other steamship operators will benefit when it comes to replacing existing ships.

Approval of the sale of C-4s to Browning clears the way for a container-ship service between New York, Cuba and Mexico. At present there is no US-flag operator on this run.

Browning's plans for a container-type operation are designed to overcome high cargo-handling costs in Cuba and Mexico. These costs have put American-flag operators formerly on the run out of business.

SCHEDULE OF SIU MEETINGS

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

- August 22
- September 5
- September 19
- October 3
- October 17

Ship Price Rise Balks Trade-Ins

Ship prices have been going up again in recent months, and thanks to the touchy Suez situation, tankers are leading the parade. The price of used T-2 tankers is going so high that the Maritime Administration has given up trying to get owners to trade in their vessels for new construction.

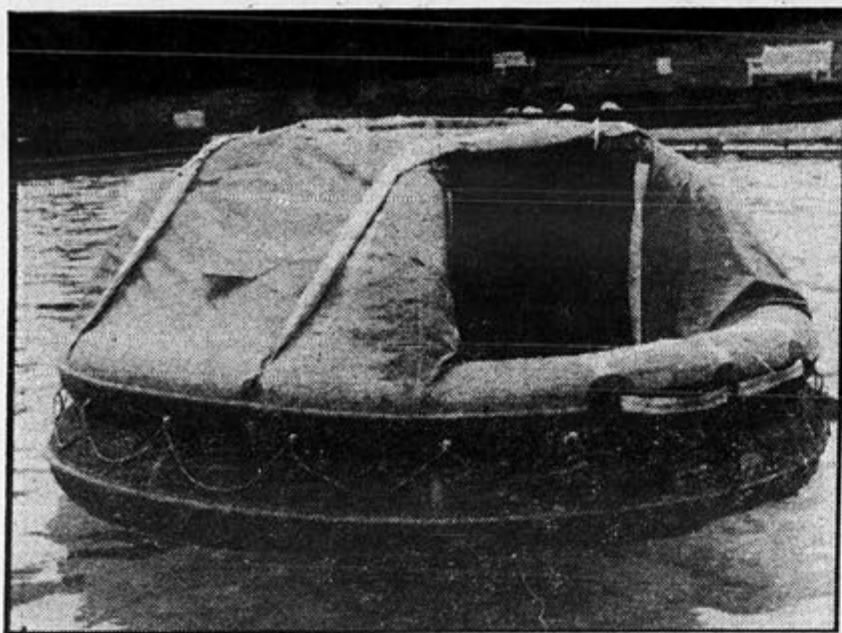
While the tanker shortage grows, US-flag tankers are steadily dwindling in number. At the present rate, the US will slip to third place in the world's tanker fleets by 1960. Up until now the US flag fleet has been the largest single one in the world, but its share of carrying capacity has been reduced from 60 percent in 1945 to 20.8 percent last year.

Allow \$1 Million

Under the "trade in and build" program the Maritime Administration had been allowing up to \$1 million for traded-in tankers toward construction of new ships. Now though, any T-2 afloat in usable condition commands a higher price on the open market.

Ship brokers report that the latest sale of an American-flag T-2 was at a price of \$1,325,000 which is pretty good for a ship about a dozen years old. Ships that can be transferred foreign go for far more than that.

Foreign-flag Libertys are also in the million-dollar class, with a British Liberty going recently for \$1,372,000 and a Honduras Liberty for \$1,400,000.



Rubber liferafts (above) such as approved on British ships have been recommended for US use by the Coast Guard. Picture shows raft after it has been inflated.

CG Urges US Adopt New Rubber Liferaft

WASHINGTON—The inflatable rubberized liferaft may find a spot on US ships in the next couple of years. The Coast Guard has recommended adoption of a British-proposed amendment to the international convention of 1948 permitting the use of rubber liferafts as an alternative to existing equipment. The CG recommendation was reported in the August proceedings of the Merchant Marine Council.

The amendment would have to be acted on by the US Senate and approved by 43 member-nations who are parties to the international convention.

As reported in the SEAFARERS LOG of July 20, British fishing boats and coastal vessels have been using the rafts and have

found them seaworthy. Several rescues have been reported in which the rafts shrugged off pounding against the sides of vessels in heavy seas and were usable when boats could not be launched.

The latest incident reported took place on May 27, when the trawler St. Celestin was nearly cut in two after colliding with another ship. Water was waist deep in the engine room in seconds. There was no time to get lifejackets or launch boats, but two rafts were thrown overboard and all 19 men in the crew were saved.

Come In 3 Sizes

The rafts come in three sizes, the largest of which carries 20 people and can be easily handled by two men. They are packed in a valise and are so constructed that when a string secured to a stanchion is pulled the raft automatically inflates. It also provides shelter in the form of a tent-like structure, and contains the usual accessory gear such as flares, rations and the like.

Similar inflatable rafts have been used successfully by aircraft for a number of years.

Steel Ships Sail, Spur Balto Jobs

BALTIMORE—Three SIU ships idled by the now-ended steel strike crewed up and sailed as scheduled at the end of the nationwide walk-out, adding a healthy boost to this port's shipping figures.

The ships were the Cubore, Oremar and Baltore, operated by the Ore Navigation Corp., a subsidiary of the Bethlehem Steel Corp., one of the "Big Steel" companies involved in the five-week steel tie-up. Voyages to the Venezuelan ore fields were kept to a minimum during the strike, since adequate ore stockpiles were already on hand ashore.

255 Jobs Shipped

A total of 255 jobs were shipped here during the past period, as 11 ships paid off, 10 signed on and 10 more stopped off in transit to other ports.

The good shipping in the port was indicated by the fact that 72 C men were included in the 255 shipped, which was 41 more than the 214 registered.

Affairs of the branch remain in good order, Port Agent Earl Shepard added, and shipping for the future is likewise expected to be good.

The second of three new Cities Service supertankers, the Miami, is due to crew up shortly and join her already-operating sister ship, the Cities Service Baltimore, in active service. The last of the three ships is expected to be completed by the end of the year.

Atom Craft, New Ships On Way

With plans for construction of an atom-powered ship leading the parade, the US merchant marine is getting under way an ambitious replacement and expansion program. Steps

are being taken by various subsidized companies to rebuild their fleets and other operators also have new ship plans underway.

Companies Active

In addition to the Bernstein transatlantic operation and Browning Lines' planned new service to Cuba and Mexico (see page 3), other companies are active as follows:

● Bloomfield Steamship Company has applied for expansion of its Trade Route 21 service and may ask for increased sailings.

● Seatrain Lines is considering construction of a new ship.

● Seas Shipping and Mississippi are negotiating for Federal Maritime Board contracts for replacement of their existing fleets.

● Four experimental Liberty ships with new power plants should go into service before the

Secy.-Treas. Pre-Balloting Report

(The following is the text of the pre-balloting report presented by the Secretary-Treasurer to all port meetings as adopted by the membership.)

WHEREAS, under the constitution of the Seafarers International Union of North America, Atlantic and Gulf District, Article X, Section 1d, the Secretary-Treasurer shall submit a pre-balloting report; and

WHEREAS, the office of the Secretary-Treasurer has carefully appraised the needs of the organization in all ports and in headquarters, therefore,

BE IT RESOLVED, that the following offices be placed on the next referendum ballot of the Union for the election of the officers of the Seafarers International Union of North America, Atlantic and Gulf District, as per the constitution:

HEADQUARTERS

1 Secretary-Treasurer
1 Assistant Secretary-Treasurer (Deck)
1 Assistant Secretary-Treasurer (Engine)
1 Assistant Secretary-Treasurer (Steward)
3 Assistant Secretary-Treasurers (Joint)

NEW YORK

7 Joint Patrolmen

BOSTON

1 Agent
1 Joint Patrolman

PHILADELPHIA

1 Agent
1 Joint Patrolman

BALTIMORE

1 Agent
3 Joint Patrolmen

NORFOLK

1 Agent
1 Joint Patrolman

SAVANNAH

1 Agent
1 Joint Patrolman

TAMPA

1 Agent
1 Joint Patrolman

MOBILE

1 Agent
3 Joint Patrolmen

NEW ORLEANS

1 Agent
3 Joint Patrolmen

HOUSTON

1 Agent
3 Joint Patrolmen

SAN FRANCISCO

1 Agent

BE IT FINALLY RESOLVED, that in addition to the regular constitutional requirement, each candidate for office be requested to furnish with his acceptance for office a regulation passport picture of recent taking as well as a statement of not more than 100 words, giving a brief summary of his Union record and activities, such picture and statement to be run in the SEAFARERS LOG just prior to the commencement of voting. This is to be done in accordance with previous membership action to familiarize the membership with the names, faces, and records of all candidates for office.

PAUL HALL
Secretary-Treasurer

Qualifications For Nomination In A&G Election

Qualifications for candidates for A&G elective offices are as follows:

1. The candidate must be a citizen of the United States;
2. The candidate must be a member of the Union; he must have been in continuous good standing in the Union for a minimum of two years prior to the election;
3. He must have served a minimum of three years' actual sea time in any unlicensed capacity on American-flag vessels; if running for Assistant Secretary-Treasurer in any department this sea time must be in that department;
4. Four months of that sea time must be in the current year aboard SIU-contracted ships, except that service as a Union official in the current year is considered the equivalent of this requirement;
5. The candidate must submit a recent regulation-size passport photo of himself, plus a statement of 100 words or less summarizing his record since joining the Union.

end of the year on charter to private operators.

● Bids for the hull of the atom-powered ship will be let before 1957. The ship's target date is 1959.

Mobile Service

The Bloomfield move involves a request to the Federal Maritime Board to service East Gulf ports including Mobile on Trade Route 21. It now has four Victory ships on this service receiving operating subsidies. If additional sailings are sought and granted, it could mean additional tonnage on this run.

Seatrain got authorization from its stockholders last week to proceed with the construction of a new ship at any time that management sees fit. Chances are that the ship, when built, will be a railroad car carrier of different design than the ones now in operation.

The Robin Line and Mississippi

negotiations are part of a massive \$1½ billion ship replacement plan for subsidized companies, about \$600 million of which will be borne by the Government. They involve the signing of long range agreements setting up a schedule of replacements for old ships on a year-by-year basis. Other subsidized companies are involved in similar negotiations.

Of the four converted Liberties, one, the Benjamin Chew, is already in service with a Victory-type power plant. A second, the Thomas Nelson, is due to come out next week powered by geared diesels and featuring crane-type cargo-handling gear. The John Sergeant features a gas turbine engine and a reversible, controllable-pitch propeller. It is due for sea trials in September.

Fifth Liberty Planned

The last ship is the William Patterson with a free piston gas turbine plant. A fifth Liberty will be built next year with another type of gas turbine.

In announcing developments on

the atom merchant ship, Maritime Administrator Clarence Morse said the type of ship would not be determined until a reactor is chosen. The latter choice should be made before the end of the month after which bids can go out. The agency has an \$18 million fund to build the hull, while the reactor will be built for \$21 million.

Ride Union Cabs In Savannah

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

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

HOW AMERICAN UNIONS SERVE EVERY AMERICAN

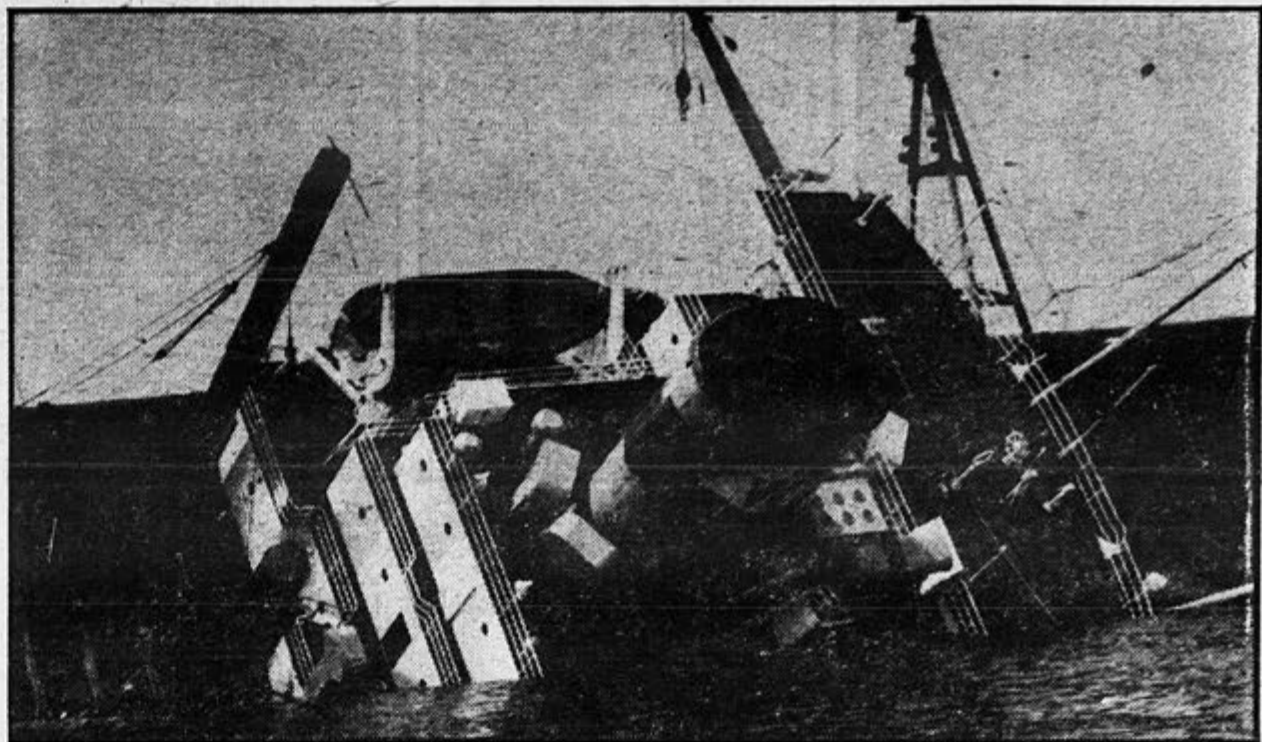


When Social Security became law over 20 years ago, all of American business opposed any system of old age benefits or payments to widows and their underage children—even though half the money in the fund would come from the wage earner himself. Business is still against it and opposes every move to increase the employer payments into the fund, thereby making it impossible to increase the benefits.

Social Security was supported by unions long before it became law. Since then in almost every session of Congress unions have waged a battle to preserve Social Security against all attacks. Unions are now seeking higher monthly payments and a lower age, as well as coverage to persons now excluded.

SEAFARERS LOG

Fairisle Sold To SIU Co.



Still lying on her starboard side in New York's Gravesend Bay, the damaged freighter Fairisle was sold this week to the SIU-contracted Seatradars, Inc. Two persons were injured when the Pan-Atlantic Steamship Corp. C-2 collided with a Panamanian tanker off Ambrose Lightship on July 23. The ship heeled over on its side after it was towed into the harbor.

Sale of the damaged C-2 freighter Fairisle, now lying on her side in New York's Gravesend Bay a few hundred feet from the Brooklyn shore, was virtually completed this week. The ship has been purchased from the Pan-Atlantic Steamship Corp. by Seatradars, Inc., another SIU-contracted

company. Pan-Atlantic advertised the ship for sale "as is" last week. It is not known now what the new owners plan to do with the ship.

Meanwhile, Maritime Administrator Clarence Morse revealed that Pan-Atlantic has cut back its plans for new roll on-roll off trailerships to include four instead of seven ships. The four are due for immediate construction.

Another "Piggyback" Ship

In addition, the company is expected to add a fourth "piggyback" tanker to its coastwise trallership service between New York and

Houston. This service now employs three T-2 tankers fitted with special platform decks for carrying loaded truck trailers both ways and oil northbound.

The Fairisle is lying on her starboard side in about 13 feet of water, with a deep gash in her exposed port side and some superstructure damage as well. There is considerable flooding in her engine room and cargo holds.

Two persons, a mate and a passenger, were the only ones who suffered injuries when the ship collided in heavy fog with a Panamanian tanker off Ambrose Lightship on July 23.

The ship was hit almost squarely amidships on the port side by the San Jose II, the bow of the tanker entering the foc'sle of the chief mate as well as a passenger stateroom. After most of the crew and all of the passengers were taken off, efforts were made to tow the ship to a safe anchorage where the hole could be patched and water pumped out.

However, when the ship began to list, she was beached, and then subsequently went over completely on her side, where she has remained since then. The Fairisle had been on the coastwise run for only a short time, after a long period of offshore operations in the Far East.

Team Without A Home

One of the casualties in the collision was the "Fairisle Mariners," a ship's baseball team gotten together by Seafarer Maurice "Duke" Duet, manager of the undefeated Del Sud "Rebels" team, who joined the Fairisle recently.

In a letter to the LOG dated July 11, only 12 days before the disaster, Duet wrote that the "Mariners" had two games lined up, one in New Orleans and the other in Panama City, Fla., and were "ready for action." They found it off Ambrose Light instead of the baseball diamond, however.

Onassis-US Deal Speeds Super Ships

WASHINGTON—Aristotle Onassis and the US Justice Department have completed final details in the settlement of the Government's claims against four SIU-contracted operators. The four companies, US Petroleum Carriers, Victory Carriers, Western Tankers and Trafalgar Steamship, have been set up as a trust with the Grace National Bank as trustees. A five-member board of directors will be set up, four of whom will be American citizens.

As part of the settlement, Onassis is paying \$7 million to meet US claims against the vessels. The Government had seized the ships on the ground that they were bought by alien-controlled companies in violation of the US Ship Sales Act. About \$4 million of the penalty has already been paid.

Among the directors are a Grace Bank official, the head of Moran Towing, a Wall Street attorney and an official of W. R. Grace and Company.

Go Ahead With Super Ships

The terms of the trust permit the directors to go ahead with plans for construction of super-tankers under the US flag. As reported in the SEAFARERS LOG, July 6, the companies would transfer 13 ships they now operate and build five new ones. The biggest would be a giant 100,500 deadweight-ton tanker, the second a 46,000-tonner and the three others would be 32,650 tons each. The transferred ships would be 11 T-2 tankers, the 18,000-tonner Olympic Games and one Liberty which would all go under runaway flags.

Vessels involved would probably be the Republic, Federal, Arickree, Battle Rock, Camp Namanu, Fort Bridger, Lake George, Stony Point, McKettrick Hills, Montebello Hills, William A. Burden, Olympic Games and either the Lewis Emery, Jr., or the Heywood Brown.

Plan New Improvements For Mobile SIU Hall

MOBILE—Additional conveniences for Seafarers are now in preparation at the SIU branch hall in this port.

Bids have been requested for alteration of the street floor section of the building, in order to make way for a new back entrance leading directly from the recreation deck to the shipping hall and other changes. These will insure full use of the building to SIU men only, and keep out those not entitled to use regular membership facilities in the hall.

Seafarers who may have suggestions for any further improvements to the building are also invited to send them in, said Port Agent Cal Tanner.

Shipping Very Good

Shipping continues to present an extremely favorable picture here, and prospects for the future are equally good. An even dozen ships are already due to hit the port either in transit or for payoff in the new two weeks. In addition, the Cities Service tanker Government Camp was slated to take a full crew this week.

All told, 114 regular jobs were dispatched during the period, and almost an equal number to various relief jobs in the harbor.

The only ship with any major beefs was the Ocean Joyce (Ocean

Trans). However, Union efforts were successful in getting a number of unjustified logs lifted on this ship. Men who had paid their own medical bills for various reasons were reimbursed by the company at the payoff.

SEAFARERS IN ACTION

The crew messman is usually an anonymous individual known more often as "Mess" or "Hey" than by his proper name. A change of pace is offered by the crews of the Ocean Ulla and the Steel Seafarer, which made specific note of the services of their messmen and put it down in writing. The Ulla gang said that Herbert Archer gave "splendid service" as crew messman and what's more, won approval for his cleanliness. On the Seafarer Sixto Charneco got a hand for doing an "excellent job."

Prompt care of an injured shipmate was assured by ship's delegate Henry Pruitt and ship's treasurer John Preddross when the man had to be hospitalized in Hamburg, Germany. A radiogram was sent to headquarters notifying Welfare Services of the incident so that all necessary arrangements could be made for the injured man.



Pruitt

If there are grieving faces aboard the La Salle these days it's because baker Frank Yoa has said farewell to the ship. The ship's meeting took up the problem and when it was noted that Yoa was getting off at San Pedro the gang gave him a vote of thanks and asked him to please stay on for another trip. At last word it was not known whether or not Yoa went through with his original intentions.

With the recently-concluded constitutional amendment vote going on, numerous rank and file Seafarers in all ports participated in the conduct of the voting. Each day in every port a three-man polls committee was elected to supervise that day's balloting. Among the many men who served on these committees were: F. Demasi, A. Eklund and J. Rubery in Boston; J. Puglisi, E. Stars and T. York in New York; G. H. Seeburger, W. Anderson and L. Gillis in Philadelphia; Charles Lee, D. L. Parker and J. M. Foster in Mobile; G. Morejon, E. Northrop and W. Mitchell in New Orleans.

Speaking of delegates, ship's delegate J. Robinson of the Arickree was also cited for doing a fine job in plugging for the necessary repairs, replacement parts and other needs on the vessel. Then there is R. St. Marie, deck delegate aboard the Lake George he was specifically cited for doing a topnotch job of representation. The Lake George, incidentally, was also high in praise of the steward department.

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Morejon



New Isthmian WC Offices

Following the procedure initiated several weeks ago on the Atlantic coast, Pacific coast offices of the Isthmian Steamship Company and States Marine Corporation have been consolidated and are now located at the following new addresses:

San Francisco: 241 Sansome St., YUkon 6-3800.

Fresno: Fulton Fresno Bldg., FResno 6-9973.

Los Angeles: 621 South Hope St., MADison 6-7741.

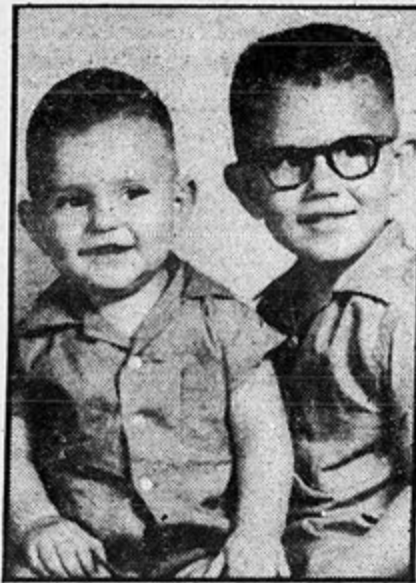
Long Beach: Pier A, HEMlock 5-7431.

Portland: U. S. National Bank Bldg., CAPitol 6-2811.

Seattle: 820 Third St., MAIN 7007.



Ashore now, Seafarer Steven L. Coker is shown with son, Robert, 3, at home in Hobgood, NC. Bob is one of four boys.



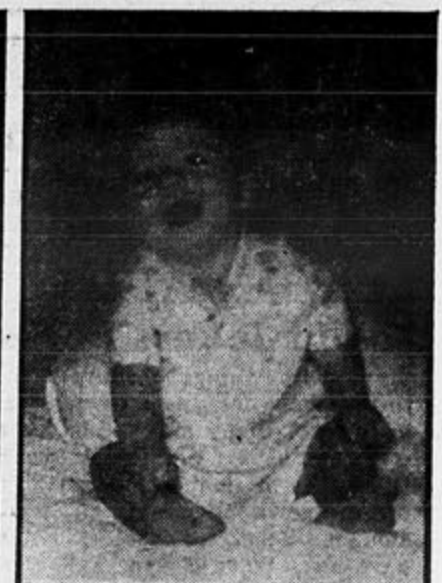
Mamou, La., is home for these two bright-eyed boys, Glenn, 1 (left), and Warren, Jr., 2 1/2, sons of Seafarer Warren Manuel.



Decked out in an Oriental kimono, Amy Saide, 8 months, is daughter of Seafarer J. P. Saide, Jr., of Nederland, Texas.



Easter photo features Mrs. Jack Olsen of Bronx, NY, and her young men, Danny, 2 1/2, and Kenny, 1. They just bought a new home.



A most happy fella' is young Gene Hartley, 8 months, at home in Mobile, Ala. He's the son of Seafarer Lewis E. Hartley.



Already well-travelled after a two-year tour of Europe and the Middle East with their parents, Omeria, 3, and John, Jr., 6, are globe-trotting youngsters of Seafarer and Mrs. John Chaker.



All set to blow out the candles on his second birthday cake, John Schiavone is shown with dad, Stefano, during the festivities last June at their Somerville, Mass., home.

with
SIU
families

Tough as it was years ago for seamen to have a regular home and family, today—thanks to SIU wages and job conditions—the situation is exactly reversed.

A great many of the men actively sailing ships today are family men just like any other group of workers ashore.

Pictured on this page are some of these SIU families and Seafarers' youngsters in all parts of the US—another page from the SIU family album.



Just three months old, George Robert Mosher gets honor spot on dad's knee for one of his first family photos. Albert, Jr., 2, is on the right. Parents are Seafarer & Mrs. Albert Mosher.



Outdoor life seems to suit these menfolk, Roland, Jr., 9; Seafarer Roland D. Sullivan, and Wiley, 3 1/2. Dad is now on the Azalea City, due to return soon from Europe to home in Fairhope, Ala.



This formal gathering of the Hendrix clan of Pearl River, La., pictures Donnie, 8; Deborah, 2; Roger, 1; Sandra Kaye, 5, and Seafarer and Mrs. Fulton Hendrix at home.



That's mom on the left, and dad, Seafarer Jiles W. Hamm, and Roger, 4 months, who seems a bit preoccupied with other things, on the starboard side. Home for this SIU family is Wilson, NC.



This SIU gang is the family of Seafarer Floyd G. Barnette of Baltimore (right), including 3-month-old pup, Fluff. The boys (l to r) are Darrell, 10; Stephen, 16; Lawson, 12; Ricky, 4.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

Avoid Jokers in Installment Contract

Of all the things working people do to damage themselves, signing installment contracts they don't understand and in many cases haven't even read, is the most injurious and yet the most common. Many installment buyers simply don't realize that if they can't pay the balance, the dealer or finance company not only can repossess the merchandise but can get a judgment for the balance owed plus the costs of repossession and legal expenses. Nor, frequently do they realize they may have also signed a wage assignment which will enable the creditor to go to the employer and garnishee a debtor's wages.

"About two years ago I bought a deep freeze from a food plan in Boston, which since has gone out of business," writes E. R. P., of Westboro, Mass. "It was financed by a refrigerator discount corporation in Watertown, Mass. I used it four months but could no longer afford to pay for it, and it was repossessed. Now here's the gimmick: in the fine print, the contract reads that if the merchandise is not paid for, the company will take it back but can sue me for the balance I owe on it. In other words, they would take it back but still make me pay for it.

"And that's what they did. They got a judgment against me for breach of contract to the tune of \$400. Now I have to go to court to answer as to why they shouldn't take what property I have. As I see it, it is impossible for these companies to lose a dime, and they are using the courts to guarantee them at least a \$100 profit. I have nine kids and a wife to support, and \$400 is a lot of money, especially to pay out for something that was taken away from me after already losing the \$250 I paid on it.

"I know you might say I should have read the contract first, but there are many of us gullible buyers who put too much faith in the good sportsmanship of the other fellow to think he might be putting something over on us. That is why I want you to especially warn other union members."

Buyers can't expect fairness or "good sportsmanship" from installment dealers and finance companies. They operate behind a shelter of laws often stacked in their favor. Even those laws designed to protect buyers are often inadequately enforced, and so disregarded by installment sellers and finance companies. Most courts, unfortunately, do not judge such personal financial tragedies on the basis of fairness or morality, but ask only one question, "Is that your signature on the contract?" Of course the food-and-freezer plan was phony to start with and the price E. R. P. paid for the freezer was grossly inflated over its real value. But what really got him into this trouble is that most installment buyers have the false idea that if they can't keep up payments, they can get out of the deal simply by letting the merchandise go back. Nothing could be more incorrect.

What moderate-income families must know to avoid the tragedy that befell E. R. P. are these three points:

1—In general, installment dealers and the finance companies to whom they turn over sales contracts for collection, are not as closely regulated as are banks. Too, their finance charges are in general higher than those of regular banks and credit unions, and in some cases much higher. Thus it is both cheaper and safer to borrow money from a bank or credit union and buy with cash in hand at a store that sells for cash.

2—Generally in buying on installments, you sign a conditional sales contract. This contract not only gives the dealer or finance company the right to repossess the merchandise, but also the right to sue you for the balance if the value of the repossessed article does not equal the balance due plus the costs of repossession. These repossession costs can run very high. There are cases where people had to pay more in repossession costs than the merchandise they had bought was worth.

Remember that if an item you buy on installments is repossessed, it has little value as second-hand merchandise. You might pay \$400 for a refrigerator, and pay \$200 on it before it is repossessed. But at an auction of such repossessed merchandise, the refrigerator may bring no more than \$75, and you are liable for the remaining \$125 of your debt plus repossession costs. Thus you have half-paid for the refrigerator but have lost it anyway.

There is a new trend that further increases the dangers of conditional sales contracts. In states where the laws permit it, many such contracts now contain a "no defense" clause, by which the buyer agrees not to enforce any defense he may have against the seller. Thus, even if the merchandise is defective or was misrepresented, the dealer or finance company can still make you pay. Legal Aid officials report the case of a workingman who bought an old car he needed to get to his job. Half an hour later the solder had melted out of the cracked engine block and the car was completely worthless. But the finance company which had taken over his installment contract from the used-car dealer insisted on full payment. The attitude of the finance companies is that they are not responsible for the condition of the merchandise.

3—In many states installment buyers may also be required by the seller to sign a wage assignment. This may be part of the "fine print" in the sales contract or a separate document. It gives the finance company an added weapon. The finance company can get a court order requiring your employer to pay so much a week out of your wages on your debt. Sometimes this means a man will lose his job, because many employers don't want to be involved in such proceeding.

E. R. P. wants other wage-earners to be warned. This warning we have delivered costs him \$650 his nine children and wife could well have used.



Charges Fly In Doria Disaster

Directly contradictory statements as to the cause of the sinking of the Andrea Doria have been made by the owners of the Doria and the Swedish passenger ship Stockholm which collided with her. Both companies said the other was fully at fault and absolved themselves of any responsibility.

Meanwhile, the death toll in last month's tragic collision off Nantucket has been fixed at 50 for the two ships. Suits for damages amounting to more than 3 million by both passengers and owners of cargo have been filed in various US courts. The Stockholm, which survived the crash, faces a million-dollar repair job at the Bethlehem shipyard in Brooklyn to rebuild the ship's crushed bow.

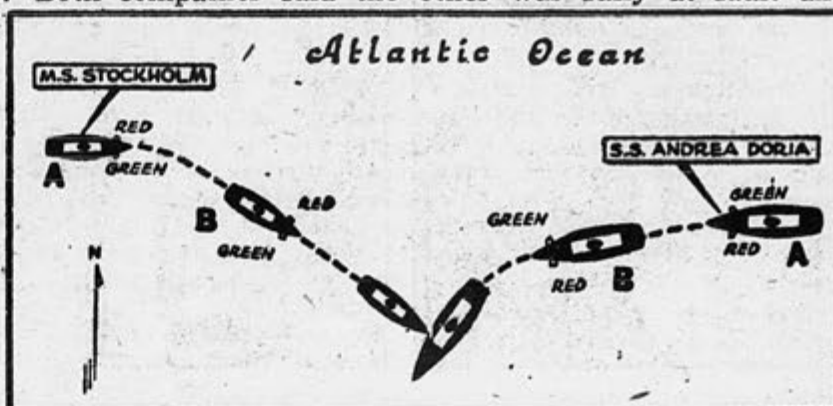
The Swedish Line's version of the accident claims that the Andrea Doria was going too fast; that its radar was faultily maintained or faultily operated; that it did not sound whistle signals and that it made a sudden sharp turn to port placing it squarely before the Stockholm.

The Swedes claimed that the ships were in a proper port-to-Doria, heading East, to the North of the Stockholm. As the Stockholm turned to starboard to give the Doria wider berth, the latter veered to port without a whistle signal.

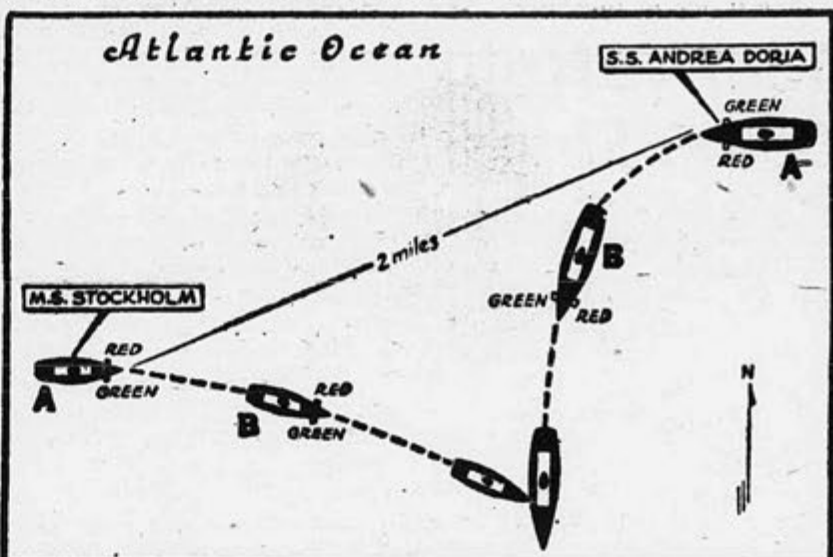
The Stockholm's owners further claimed it went full astern but was unable to avoid hitting the Doria. What's more, they said that the moon was out, visibility was good and accordingly the ship was proceeding at 18 knots. All previous accounts of the accident indicated that there was heavy fog at the time.

The Swedes did not say whether the skipper was on the bridge at the time of the accident.

In its turn, the Italian Line charged that the Doria was following the rules of the road but the Stockholm broke them. It accused the Stockholm of traveling 20 port passing position with the



According to Italian Line, Andrea Doria was south of the Stockholm when they were mile or so apart (A); when both liners turned south (B), collision occurred.



Swedish Line version has Andrea Doria north of the Stockholm, until both turned south (B), and collided.

miles north of its track, in the path of westbound ships. It said the Doria was moving at "reduced speed" (no figures given) in fog for eight hours before the collision.

According to the Italian Line, the Stockholm was actually north

of the Doria, making for a starboard-to-starboard passing. The Doria's captain then ordered the course changed to port to allow more room for passing.

Then, the Italian Line said, the Stockholm made a turn to starboard instead of going to port itself, without reducing its 18 knot speed, thus colliding with the Doria and penetrating its starboard side to a depth of 30 to 40 feet. The Italians also declared the Stockholm failed to sound fog signals or signal her turn.

According to the established rules of the road, both ships should have slowed down to moderate speed, sound fog whistles and stop and proceed with caution when hearing another signal. Portholes and openings should have been closed and special lookouts posted. Both ships should turn to starboard for a port to port passing.

It is generally agreed that few masters observe the rules so precisely, particularly when it would involve delaying the arrival of a passenger ship.

MEET THE DELEGATE

The backbone of every SIU ship is its delegates. These Seafarers, elected by the crew, are volunteers who represent the crew to the officers, defend the Union agreement and shoulder the responsibility of keeping a crew happy and beefs to a minimum during a voyage. The success of a voyage often hinges on these efforts.

John Ulis, AB

The experience John Ulis had sailing before he started with SIU was of the kind that helps make a good delegate. Sailing foreign flag ships for many years, Ulis is keenly aware of the significance of the Union contract, perhaps more so than the seaman who starts off with the SIU from the beginning.

A native of Estonia, Ulis began his seafaring on European ships back in 1932. For the next ten years he sailed mostly English and Dutch ships until starting with the SIU in New York ten years later. Shortly afterwards an Alcoa ship he was aboard was a U-boat target. Eight men were lost but Ulis was among the fortunate ones who survived.

He became an American citizen at the end of the war. Since then has been sailing without interruption. With 14 years on US ships he is well-informed on the contract and shipboard problems. Consequently he has been elected ship's delegate on numerous occasions, the last time aboard the Robin Goodfellow.

Ulis ticked off three items which, in his opinion, make or break a delegate. First, the delegate should know his own job as a seaman as

thoroughly as any man on the ship. He has to be a competent craftsman before he can win respect from crew and officers as a delegate. Second, he has to be thoroughly familiar with the contents of the contract and third, must be diplomatic and sociable enough to get along with fellow crewmembers.

He added another proviso of importance—never have anything to do with topside except on matters of Union business. The surest way for a delegate to undermine the crew's confidence in him, he says, is to start getting chummy with the officers.

Among the headaches faced by any delegate, he finds, are the bum beefs arising out of misunderstanding or ignorance of the agreement. Then it's up to the delegate to point out in black and white just what the agreement provides for in that specific instance.

Incentive For Delegates

Ulis believes it would improve the morale of delegates and the availability of competent men if the Union would offer them some kind of reward for their labors. He thinks it could come in the form of additional pay, or some type of special concession.

"The delegate is the man in the middle between the crew and topside and he has to keep everybody satisfied. It's not an easy job sometimes, but it is an important and necessary one."



Ulis

Tampa's Jobs Hold Up Well

TAMPA—Fairly stable shipping continues to be the rule here, and no real drop appears to be in sight.

Despite the lack of a single sign-on, the port managed to handle its quota of replacements via activity stirred up by four in-transit ships. The in-transits were the Ocean Eva (Ocean Trans), Del Aires (Mississippi), Antinous (Waterman), and Chickasaw (Pan Atlantic).

Three payoffs were also handled during the period, but none of them signed on again. These were the Atlantic Water (Metro), Barbara Frietchie (Liberty Nav) and the Morning Light (Waterman). All of the ships serviced were in good shape, according to Port Agent Tom Banning.

MTD World News Starts Second Year

The AFL-CIO Maritime Trades Department will begin its second year of 'round-the-world wireless news broadcasts to all ships at sea this Sunday, August 19.

The same day will also mark the completion of the first four months of a pioneering MTD information program for ships' crews via the first direct voice broadcasts to ships in Atlantic, South American and European waters in maritime history.

Both the voice and the wireless broadcasts are beamed every Sunday with news involving member unions of the MTD, general labor news and the latest developments in the shipping industry.

The broadcasts are transmitted weekly from New York to enable

ships' crews in all parts of the world to get up-to-the-minute news affecting their livelihoods. Since most of the material is so specialized, it rarely gets major treatment from the usual short-wave news channels available to ships at sea.

In most cases, crewmembers who own a shortwave radio receiver can pick up the "Voice of the MTD" and learn of Union developments affecting them which they would otherwise not know about for weeks until mail communications from their unions reach them later or they return to a US port. In the same way, the wireless news can be copied by the ship's radio operator and posted on a bulletin board, so that all crewmembers from the captain on down can note it.

Member unions of the MTD cover unlicensed and licensed seamen in all ratings, as well as tugboatmen, longshoremen, waterfront teamsters, operating engineers and other marine crafts.

(Full details on the stations and frequencies of these broadcasts appear on page 10 of this issue.)

The dual news service has proven a popular source of information for seamen with little access to regular news channels. It is hoped the direct voice broadcasts can be extended to other areas before long.

Seattle Hails Clean Ships, Good Crews

SEATTLE—Good SIU-company relations are spotlighted these days by the steady parade of clean ships and on-the-job crews arriving here.

"As a result, there's little or no news here," SIU Port Agent Jeff Gillette commented. "When all parties live up to the regular Union contracts, there's no room for beefs or disagreements of any kind," he added.

This bright picture comes in the wake of good shipping, sparked by four payoffs and sign-ons, plus an equal number of in-transit vessels. The payoff/sign-on ships were the Wild Ranger and Jean LaFitte (Waterman), Harold T. Andrews (New England Industries), and Ocean Rose (Ocean Trans).

New Company

Leading off the in-transits is the Grain Shipper, a Liberty, owned by Grain Fleet Shipping Inc. of New York. This company is a new outfit just signed to a contract by the SIU organizing department. It is on its way to the East Coast under time charter to another operator. Despite its name, it is carrying general cargo, not grain.

The other in-transit ships are the Robin Hood (Seas Shipping), and the Pennmar and Portmar (Calmar).

Meanwhile, Gillette noted that Sen. Warren Magnuson of Washington will be up for election to a new term this November, against the incumbent Governor Arthur Langlie, a Republican. He reminded local Seafarers that Sen. Magnuson had been a good friend of labor, particularly maritime labor, during his stay in the Senate, and deserved all possible support.

SF Forecasts 'Fair' Future

SAN FRANCISCO—Shipping showed a slight rise here during the past two weeks, amid prospects for a "fair" amount of activity during the current period.

At least one payoff was scheduled for this week, the Robin Hood (Seas Shipping). This ship has been on the Far East run, halfway around the world from its usual South African run, SIU Port Agent Leon Johnson noted.

Three sign-ons during the last period kept things moving, as the Wacosta, Choctaw and Wild Ranger, all Waterman ships, went out on new voyages. In addition, the Jefferson City Victory (Victory Carriers) paid off.

There were also six ships on the in-transit roster, including the Longview Victory and Coe Victory (Victory Carriers); Steel Seafarer (Isthmian); Ocean Dinny (Ocean Trans); Flomar (Calmar), and Hastings (Waterman). There were no major beefs on any of them.

Shipping Round-Up & Forecast

July 25 Through August 7

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	15	10	3	4	2	0	20	14	34
New York	76	28	79	29	91	23	246	80	326
Philadelphia	19	3	10	6	10	3	39	12	51
Baltimore	58	25	41	26	38	26	137	77	214
Norfolk	18	15	9	9	5	8	32	32	64
Savannah	10	9	11	6	7	4	28	19	47
Tampa	7	1	9	2	10	2	26	5	31
Mobile	39	8	24	18	24	9	87	35	122
New Orleans	55	8	38	11	30	19	123	38	161
Lake Charles	22	14	13	10	9	5	44	29	73
Houston	20	14	18	12	8	9	46	35	81
Wilmington	5	3	2	9	4	3	11	15	26
San Francisco	18	12	20	12	16	7	54	31	85
Seattle	10	10	13	13	8	7	31	30	61
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Total A	Total B	Total Reg.
Total	372	160	290	167	262	125	924	452	1376

Port	Shipped												
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.
Boston	4	2	0	1	1	2	2	1	2	7	4	4	15
New York	68	13	11	60	20	10	41	10	13	169	43	34	246
Philadelphia	12	6	2	14	8	3	13	6	4	39	20	9	68
Baltimore	45	29	25	29	29	32	34	17	15	108	75	72	255
Norfolk	13	11	20	3	5	19	4	6	13	20	22	52	94
Savannah	7	7	2	10	5	5	5	5	5	22	17	12	51
Tampa	6	2	1	5	2	3	3	2	2	14	6	6	26
Mobile	23	8	3	26	7	9	27	3	8	76	18	20	114
New Orleans	72	6	1	30	8	12	64	13	1	166	27	14	207
Lake Charles	22	13	1	7	15	4	2	7	4	31	35	9	75
Houston	16	15	2	19	15	5	11	5	4	46	35	11	92
Wilmington	7	4	2	8	4	2	4	6	3	19	14	7	40
San Francisco	21	11	3	13	7	0	15	5	2	49	23	5	77
Seattle	7	10	6	9	16	1	13	12	3	29	38	10	77
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C	Total A	Total B	Total C	Total Ship.
Total	323	137	79	234	142	107	238	98	79	795	377	265	1437

SIU shipping stayed well over the 1,400-job mark again during the past two weeks. This level has been maintained in SIU ports for six of the last eight weeks. The actual number of jobs dispatched was 1,437, compared to a registration of 1,376.

The busy summer activity for Seafarers—and dispatchers—held up despite considerable declines in five ports out of 14.

Boston, New York, Philadelphia, Baltimore and Seattle all fell off from the previous report, but were balanced off by seven others that enjoyed improved shipping. The activity of the period was not far off from the record for the year set two weeks ago.

Seven Ports Show Rise

Norfolk, Savannah, New Orleans, Lake Charles, Houston, Wilmington and San Francisco shared the new prosperity, while Tampa and Mobile remained about the same. For Mobile, however, shipping was well above normal job activity. This was also true, for the most part, in the five ports which showed actual declines this period.

In terms of seniority shipping, class A continued to show improvement, and is now up again to 55 percent of the total. Class B is pegged at 26 percent, and the remainder of the jobs were handled by class C men, who have no seniority in the SIU.

The numerical figure for class C men shipped has remained virtually constant, although its percentage has varied a couple of points either way since last spring. The bulk of the class C shipping was still in the engine department also. This situation in the black gang has held here for some time, and indicates a consistent shortage of rated personnel.

Following is the forecast, port by port:

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

INQUIRING SEAFARER

Question: What's your idea of a good vacation from shipping?

Jesus Granado, 2nd cook: Go to Tampa Bay, rent a boat, take along some beer and go fishing. Three or four fellows can get together and have a fine time at little cost because there is the best kind of fishing there. And when you get tired of fishing there are the Spanish señoritas.



there are the Spanish señoritas.

Martin Lynch, MM: Take a trip to Europe as a passenger and spend about six months there. I would spend most of the time in Germany if it was up to me, without having to worry about the sailing board. That's my idea of an ideal way to spend a vacation.



Russell Henry, AB: Being that I'm a family man I'd like to spend my spare time with them. If the family wanted to go anywhere and see anything, I would go along. Seamen see all the sights they want when they are working, so my family's wishes would guide me.



George Fiance, carpenter: A passenger trip down to Rio would be my dish. I would tour the casinos and see the sights at my leisure and enjoy the company of the exquisite femininity to be found in that part of the world. Rio is just one of the good cities in that area.



Esteban Cruz, ch. steward: When I get a vacation I would like to head to some place like Mexico or Puerto Rico. You can get a summer place cheap, the climate is fine, the food is good and there are plenty of opportunities for having a good time.

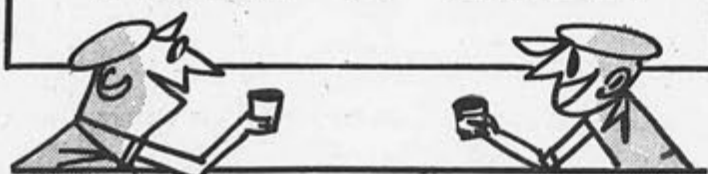


Samuel Young, OS: Loafing around and taking it easy is my idea of a vacation. Florida is nice but it doesn't matter too much where you are as long as it's a change of pace from working and a change of climate. You have to relax to get away from the pressure of work.



SEAFARERS

PORT O' CALL



New York and Baltimore
 675-4TH AVENUE • 1216 E. BALTIMORE
 BROOKLYN BALTIMORE



DEL SUD PICNIC BIG FAMILY DAY

Seafarers on the Del Sud turned their sixth annual picnic into the merriest one yet, and were planning the next one before the day's festivities were over. A crowd of several hundred was on hand in Audubon Park, New Orleans, where the SIU gang provided food, drink and entertainment for young and old.

Three calves were barbecued on the spot, and music was furnished by Henry Gonzalez, Jr., and his "Shieks," thanks to Henry's dad, crew cook on the Del Sud. A variety of contests and prizes rounded out the program. All in all, both visitors and Del Sud crewmen, who had been building up the kitty and planning all year for the traditional blowout, figured it a day well spent in brotherly style.

Setting down the rules, Seafarer Theodore Beau James points the way to the finish line as he prepares to start a foot race for tiny tots. Below, John Geissler (left) and Yace Smira keep things moving at sandwich and soft drink counter.



Members of the Arrangements Committee (above, l. to r.) were Vic Romolo, Charles Dowling, Joe Lae, James Noonan, Emil Herek and Woody Perkins. They contributed much of the hard work and planning necessary to make the affair a success.



At far left, Seafarer Dick Delhonde and his family pose for the LOG photographer who was on the scene. There was plenty of excitement for the youngsters. Mrs. J. Williams (inset), mother of Seafarer W. Williams, travelled all the way from Atlanta, Ga., to attend the picnic. Above, Seafarer Ivey Allemand (center, wearing white shirt) and Mrs. Allemand with a big delegation of relatives and friends they brought from Lockport, La., to join in the fun.

Hq. Tally Committee Report

We, the undersigned Headquarters Tallying Committee, duly elected at the regular business meeting of August 8, 1956, at Headquarters, submit the following report and recommendations.

Under the terms of our Union Constitution, we met with Claude Simmons, acting for the Secretary-Treasurer as Port Agent for the Port of New York, who turned over to us the ballot box for the Port of New York. At the time of turning the ballot box over to this Committee, he also gave each of us a copy of the Union Constitution. He suggested that we read the Constitution, particularly those sections of our Constitution dealing with the functions of the Headquarters Tallying Committee, in detail.

The Committee then took over one of the offices on the third deck of our Headquarters building as the place in which we would do our work while in session. Our sessions were open to all members. There were no instances of misconduct.

Our first action was to accept from among ourselves, William Biskas, Book #B-36, as Chairman of the Committee. The Committee then designated the Chairman to request Claude Simmons to furnish us with someone who would know where all the files, election material, and so forth would be, in addition to having the combination to the vault so that we could lock the ballots up for safekeeping at any time we so desired. In answer to this request, Al Kerr, the Union Office Manager, was assigned to work with the Committee. He carried out our orders at all times.

We then received from the Headquarters offices all of the files relative to the conduct of the election. From the files, we found signed receipts for ballots 4151 through 5300, which had been issued to the Port of New York and signed for by Claude Simmons.

The Committee then checked the stubs from the used and unused ballots that were in the ballot box and found that they numbered from 4151 through 5300. The numbers from the stubs, when checked against the used and unused ballots, were found to coincide with the numbers of the ballots that had been issued to the Port of New York.

Your Committee then checked the dates of voting rosters and compared them against the minutes of the special meetings for the election of Polls Committees in this port. We found in every instance that a Polls Committee had been duly elected for the days on which voting had been conducted in the Port of New York.

We checked the unused ballots that were on hand that had been issued to the Port of New York. We found that unused ballots 5148 through 5300 were on hand in the Port of New York. As stated before, the stubs for the unused ballots checked out.

Your Committee then commenced counting the votes that had been cast during the election in the Port of New York. The Committee inserted the proper certifications with respect to rosters, stubs, unused ballots and used ballots, including the open-

ing of the ballot box. The breakdown of the total votes cast in the Port of New York is given in the Port by Port breakdown later in this report.

The Committee has checked invoice #6477 received from the printer, Brandt and Brandt, who printed the ballots. We find, that the bill dated July 5, 1956, was for 7500 ballots, numbered 1 through 7500 and two hundred fifty sample ballots with 0000 in place of numbers.

The Committee has checked and we find that in Headquarters there are still one hundred sixty (160) sample ballots that have never been used. One of the aforementioned sample ballots is being used for a file copy. This leaves only one hundred fifty-nine (159) ballots from Headquarters offices, that are contained in the box, in which we have placed all of the ballots, used and unused, which were on hand in Headquarters or received from the ports. Also on hand in Headquarters offices are signed receipts from the following ports for the following amount of sample ballots, broken down, as follows:

PORT	BALLOTS
Boston	5
New York	10
Philadelphia	5
Baltimore	10
Norfolk	5
Savannah	5
Tampa	5
Mobile	10
New Orleans	10
Lake Charles	5
Houston	5
San Francisco	5
Wilmington	5
Seattle	5
TOTAL	90

When taking into consideration the sample ballots that are on hand in Headquarters, the receipts for sample ballots sent to the outports, and checking this against the bill for the printer, we have accounted for the two hundred fifty sample ballots that were made up by the printer.

We, the Committee, have checked the files of Headquarters offices and have seen signed receipts by the various Port Agents for the official ballots that were sent to them by Headquarters offices. We have checked these signed receipts and the serial numbers on them against the loose stubs received, and against the stubs still attached to the unused ballots.

Seven thousand five-hundred ballots were either sent to all ports, or were on hand in headquarters, the stubs on them leaving serial numbers 1 through 7500. We received back stubs (including the ones on the unused ballots), from the ports or had on hand in Headquarters offices, numbered 1 through 7500. The total number of used and unused ballots equalled 7500. All unused ballots are accounted for. The following is a detailed breakdown of the ballots, by ports and serial numbers, as well as an account of the ballots, tallied, port by port:

Port	Ballots		Ballots Used	Voted		Void* Ballots	Blank Ballots	Total Cast
	Issued	Returned		Yes	No			
Boston	1-100	55-100	1-54	49	4	1	0	54
New York	4151-5300	5148-5300	4151-5147	937	38	18	4	997
Philadelphia	101-500	449-500	101-448	341	5	2	0	348
Baltimore	501-1250	968-1250	501-967	445	19	3	0	467
Norfolk	1251-1350	1321-1350	1251-1320	68	0	2	0	70
Savannah	1351-1450	1381-1450	1351-1380	30	0	0	0	30
Tampa	1451-1550	1496-1550	1451-1495	44	1	0	0	45
Mobile	1551-2300	1843-2300	1551-1842	291	1	0	0	292
New Orleans	2301-3300	3147-3300	2301-3146	842	3	1	0	846
Lake Charles	3301-3400	3341-3400	3301-3340	39	0	1	0	40
Houston	3401-3600	3542-3600	3401-3541	140	1	0	0	141
San Francisco	3601-3850	3780-3850	3601-3779	173	5	1	0	179
Wilmington	3851-4000	3906-4000	3851-3905	55	0	0	0	55
Seattle	4001-4150	4081-4150	4001-4080	79	0	0	1	80
Totals				3,533	77	29	5	3,644

* Except for Norfolk, voided for unauthorized markings. No effect on total vote. See following comments for 2 votes voided in Norfolk.

Your committee made a comparison of the voting rosters of the various ports against the minutes of the special meetings for the election of Polls Committees. We found, in every instance, that a duly elected Polls Committee had been elected except in one case.

We found only very minor discrepancies.

On August 4, 1956, the Port of Norfolk voted two men; but no minutes have been received showing an election of a Polls Committee. A communication from the agent shows no quorum for that day. Although this has no effect on the results, the Committee voided those two ballots on the grounds that voting for that day took place although a duly elected Polls Committee was not functioning, this in accordance with Article XIII, Section 4 (a) of the Constitution.

In tallying the ballots, this committee finds that

the Port of New York on July 23rd, had the following ballot numbers out of sequence on the roster for that day; 4676 through 4681. The Polls Committee for that date in New York made a written report, in which they have stated that these ballots were on top of the rest of the ballots. Evidently, this occurred when the Polls Committee was making its daily check of the verification lists against the ballots. The same situation developed in New York on July 27th in relation to ballot 4906 which was voted ahead of 4905. However, the Polls Committee caught the error and voted 4905 as the next ballot on that same day. This committee feels no action by the membership is called for on these points.

On July 13, 1956, it was necessary for the Port of Baltimore to hold two special meetings for the

(Continued on page 15)

Seafarer Sparks Kids' BB Team League Win

When a Harvard man becomes a seaman, and then a husband and a book dealer at the same time, the opposition had better watch out.

Seafarer John W. Burrowes proved the point when he helped sparkplug a sagging, last-place "Little League" baseball team out of the cellar and into first place in one season as its sponsor.

The "miracle win" by the "Booklets" pretty much set the rest of the "Little League" in Portland, Maine, on its ear in both halves of the season's play.

It all began suddenly about 18 months ago, Burrowes confided, when he decided to get married and he and his bride took over a vacant store in Portland and decided to have a crack at running their own bookshop. Thus established, Burrowes was able to keep on sailing, and then helped run the business between trips.



Burrowes

Played Some Sports

An amateur athlete of sorts in high school and college—with a state high school tennis championship to his credit, among other laurels—Burrowes got interested when he learned the "Little League" in Portland was short on sponsors for the boys' baseball teams and decided to lend a hand. The way it works, a spon-

sor, whether a business or a private individual, chips in with a \$125 fee to help pay for uniforms and equipment, and the League handles the rest of the details.

That's how the "Booklets" came to be, at the start of the season this year.

Prodded along by a devoted coach who had worked with the boys before, the "Booklets" soon made it obvious they were moving in for top honors in their league. The boys came out first in the initial half of the season's play and then repeated the trick again for the second half. Most of them had been with a team that placed last in '55.

Lucky Year Ahead

Sailing in the engine department with the SIU since 1942, Burrowes figures to have a pretty lucky year still ahead of him. Since he left the Steel Worker last spring and returned home to the wife and the "Booklets" for most of the summer, he hadn't registered for a job again.

But it wasn't more than three hours after he arrived back in New York, and visited the LOG office to tell about the success of his team, than he was shipped out again. Burrowes popped back into the LOG sanctum to report he was off again on the Robin Locksley. He'll probably just happen to find a new diamond mine when he lands in South Africa this trip.

Pilgrim Ship Replica Due Here In 1957

BOSTON—A modern Mayflower is due to be launched by British shipbuilders in the next few weeks, recalling the Atlantic crossing by the Pilgrims on the original Mayflower 336 years ago.

The launching of the Mayflower II, in Devon, England, will mark the end of a campaign initiated by a British journalist as a goodwill gesture to the U.S. Construction of the ship as a replica of the original Mayflower was financed by contributions from the British public.

According to present plans, the tiny ship is due to arrive in New England next April, when she'll sail into the harbor at Plymouth, Mass., where the Pilgrims originally landed in 1620. She'll then become a permanent part of a restoration settlement complete with thatched cottages and Indian huts.

Meanwhile, SIU shipping simmered down somewhat in the past period, despite seven in-transit ships that called during the two weeks. The visitors were the Steel Architect, Steel Vendor (Isthmian); Robin Goodfellow, Robin Locksley (Seas Shipping); Kern Hills (Western Nav); and Winter Hill and Cantigny (Cities Service).

The Winter Hill also paid off during the period, and Port Agent James Sheehan reported settling of a minor overtime beef for the deck gang, for handling tanks that were supposed to be worked by the shore gang.

Sheehan also noted a welcome milestone for the port, which had no SIU men in the marine hospital during the past two weeks. This is the first time this has happened in the history of this branch, he pointed out.

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- WFL-45, 15850 KCs
Ships in Gulf of Mex-
ico, Caribbean, West
Coast of South Amer-
ica, West Coast of
Mexico and US East
Coast
- WFK-95, 15700 KCs
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area, North Atlantic,
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WCO-16908.8 KCs
East Coast So. America
WCO-22407 KCs
West Coast So. America
Every Monday, 0315 GMT
(10:15 PM EST Sunday)
WMM 25-15407 KCs
Australia
WMM 51-11037.5
Northwest Pacific

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CONSTITUTION

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SEAFARER

CONSTITUTION AMENDMENTS

INSURING DEMOCRATIC SAFEGUARDS

Seafarers

NOMINATIONS FOR UNION OFFICERS AUG. 12 TO SEPT. 11

SEAFARERS LOG

Every member shall have the right to be conferred by his superior whenever he is charged with violating the law of this Union. In all such cases, the accused shall be guaranteed a fair and speedy trial by an impartial committee of his brother Union members.

VI
No member shall be denied the right to express himself freely on the floor of any Union meeting or in committee.

VII
A militant membership being necessary to the security of a free union, the members shall at all times stand ready to defend this Union and the principles set forth in the Constitution of the Union.

VIII
The powers not delegated to the officials and job holders by the Constitution of the Union shall be reserved to the members.

CONSTITUTION
ARTICLE I
NAME AND GENERAL POWERS
This Union shall be known as the Seafarers International Union of North America, Atlantic and Gulf District. Its powers shall be legislative, judicial, and executive, and shall include the formation of, and/or amendment, of bylaws, subordinate bodies, corporate or otherwise, the formation of funds and participation in the same, the establishment of committees for the benefit of the Union, and similar ventures. A majority vote of the membership shall be authoritative for any Union action, unless otherwise specified in this Constitution. This Union shall, at all times, protect and maintain its jurisdiction over all work which belongs to the seaman and all such work as seamen now perform.

ARTICLE II
TERMINATION
The Seafarers International Union of North America, Atlantic and Gulf District, shall be terminated if the Union or any local shall be determined to be no longer viable.

LABOR ROUND-UP

After many months of negotiation, the Prudential Life Insurance Company has signed a three-year contract with the Insurance Agents International Union. The contract provides for total increases of \$6.75 a week and improved retirement benefits. It covers 15,000 agents.

18½-cent hourly package, of which nine cents is in wages. Pension payments are increased by the package to 11½ cents hourly, making for a \$100 a month pension exclusive of social security benefits. The four year contract has a reopener in 1958.

A one year agreement for a 6.2 cents hourly increase has been reached between the B. F. Goodrich Company and the United Rubber Workers. The agreement covers 13,500 production and maintenance employees and is effective as of July 9.

Congress has been asked by the Retail Clerks International Association to extend the minimum wage act to retail stores. Union representatives told a House Labor Committee hearing that extension would benefit about 800,000 retail employees now earning less than the \$1 Federal minimum.

Evil gossip is just cause for firing a worker, the National Labor Relations Board has ruled. The gossip, a woman, had claimed she was laid off because of union activities while the employer claimed it was because she was disrupting operations. The firing was motivated, he said, by the complaints of several fellow employees, and the refusal of the gossip to curb her tongue.

A management group in Texas pulled a switch when it asked the court to declare the state's "right to work" law unconstitutional. The management position was stated after striking members of Motor Coach Employees Division 1142 sued the Valley Transit Company asking the court to order the company to reinstate fired strikers. The union pointed out that the "right to work" law says "No person shall be denied employment on account of membership or non-membership in a labor union." In other words, the union says, it works both ways. The company consequently is asking the state to throw out the law.

New York's biggest Teamster unit, Local 807, has signed a four-year agreement with 1,200 trucking employees. It includes an

Lake Charles In Top Shape

LAKE CHARLES — Everything proceeded smoothly in this port during the last report period, according to port agent Leroy Clarke.

There was one payoff in this period—the Hurricane (Waterman)—which came in from the Far East and paid off in Beaumont. Ali beefs on this ship were settled before the payoff to the satisfaction of the crew.

In transit at this port were the Cities Service tankers Chiwawa, Cantigny, Cities Service Baltimore, Bents Fort, Fort Hoskins, Royal Oak, Winter Hill and Bradford Island. The Madaket (Waterman) called at Beaumont.

Shipping was good all through the period, with 75 men shipped, including nine Class "C" men.

The Communications Workers of America, AFL-CIO, have voted to arbitrate the case of a discharged local union official who was fired by the Wisconsin telephone company for alleged membership in the Socialist Workers Party, a splinter left-wing group. The union acted after president Joseph Beirne argued that nobody should be fired simply because a letter is sent from a US Government agency. Specific evidence should be presented to justify the firing, Beirne said.

Gas service to 100,000 Brooklyn families continued uninterrupted after the International Brotherhood of Electrical Workers and Brooklyn Borough Gas Company signed a two year contract. The contract provides total increases of \$6 per week.

Coal Outfit Gaining In Bid For Libertys

The bid of the United Mine Workers and coal companies to get into the shipping business has been strengthened by the support of the Federal Maritime Board's public counsel, and by the Federal Maritime examiners hearing the case.

In recent arguments before the board, counsel Richard Gage and examiner C. W. Robinson urged it to okay the charter of 30 Government-owned Libertys to the newly-formed American Coal Shipping Company. The company has purchased one Liberty on the open market thus far.

This outfit has been set up by the UMW, coal-carrying railroads, and a number of coal companies. Its application for the Government Libertys, now in lay-up, has been opposed by shipping companies and tramp operators on the grounds that such a move would hurt existing US-flag ship services.

In recommending favorable action, Gage told the board an expected large-scale increase in coal shipments would offset the chance of business declines for other operators.

A spokesman for the American Tramp Shipowners' Association termed this argument "fantastic"

and attorneys for the shipping companies called the new coal-carrying enterprise a violation of the anti-trust laws.

Under terms of the recommendations, the new company would be required to pay the breakout and lay-up expenses of the vessels and would be restricted to using them only in the outbound movement of coal unless it obtained the special approval of the Maritime Administration. The Maritime Administration would also have power to fix rates.

American Coal Shipping, through its counsel, told the board that the Suez Canal situation would throw a heavier load on the world merchant fleet and made it appropriate now to pull the 30 Libertys out of the US mothball fleet.

This move, it was claimed, would give employment to some 1,200 seamen, give repair work to US shipyards, and strengthen the positions of the US coal and railroad industries as well as the UMW.

Personals

James A. Baldwin
Get in touch with W. C. Baldwin, USPHS Hospital, Manhattan Beach, Brooklyn, NY.

Former shipmates of Alexander "Scotty" Izatt, are asked to write to him at 6 Gosford Place, Edinburgh 6, Scotland.

John Garber
Letter sent to your Ohio address was returned. Send correct address to me at PO Box 532, Metuchen, NJ. Frank R. Throp.

John Shock
Your seaman's papers and other credentials left aboard SS Robin Gray are being held at headquarters by the SIU Welfare Services Department.

Oscar Kaelap
Phone Walter Nelson, TA 3-9517.

List Details In Cables To Union

When notifying headquarters by cable or wireless that a Seafarer has 'paid off in a foreign port because of injury or illness, ships' delegates should include the following information:

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated.

The response of ship's crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.

The 97 percent favorable vote by Seafarers for the proposed SIU constitutional amendments demonstrates how highly the Seafarer prizes his voting rights. Long regarded as a model of trade union democracy, the amended SIU constitution, subject again to ratification by shoreside membership meetings next week, will now include even greater safeguards of free Union elections for all Seafarers, each of whom is a potential candidate for union office.

While there never has been any real challenge to the existing constitutional balloting procedure, the new provisions prove again that the SIU will never hesitate to strengthen it further.

Seafarers who nominate themselves for Union office in the coming elections, as well as those who are not candidates, are assured of rigid safeguards on the secrecy of the ballot.

New Dock Vote

The dispatch with which the regional office of the National Labor Relations Board has begun to process the new election petition of the International Brotherhood of Longshoremen, AFL-CIO, indicates that New York dockworkers will soon have a new opportunity to reject the exiled ILA before long. The SIU welcomes this wholeheartedly. This Union's membership has time and again voted full support of the battle for a trade union clean-up of the New York docks since the day the new AFL-CIO longshore union was born in 1953.

Despite attempts to cloud the issue for the many thousands of hard-working longshoremen who have consistently supported the IBL and want no truck with the outfit which theoretically represents them right now, the issue is crystal clear. It is, plainly and simply, whether the workers wish to remain under the thumb of an outfit which has done nothing to clean its own house since it was unceremoniously expelled by the AFL three years ago and has forever balked at providing them with honest trade union representation.

It is hoped that, for the welfare of themselves and their families, the longshoremen will accept the chance to rule their own destinies and vote themselves a brand-new deal. It is long overdue.

Mate Finds Cap'n Bligh Role Tough

Some mates never learn, and it sometimes takes others even longer. But the hassle over the gangway watch lists on the Rayvah has finally been resolved, so all is well again.

It all began when SIU crewmembers, at the start of a voyage bound for Japan, held a routine drawing to decide who would stand the gangway watches on weekends in port. When the slate was drawn, the boys set up a rotation system to assure that nobody would get stuck too often.

This worked out well until Muroan, Japan, where the chief mate made out his own watch list, conveniently overlooking a neatly-arranged package of watchstanders agreed on earlier by the crew.

Tried It Twice

He repeated the performance again in Yokohama, with a new list. To add insult to injury, most of the men who had made the list for Muroan graced the new one as well. This was too much, in view of long-established practices under which weekend gangway watchstanders are usually chosen by lot.

Taking the bull by the horns, crewmembers "told the mate what to do with his list in no uncertain terms. . . He quickly took it down and revised it," the ship's minutes duly noted, marking the end of the problem.

LOG-A-RHYTHM:

Conversation Piece

By James Kerrigan

"When the long trick's over." —Masfield.

Only a cool beach And coral, birds And little need For words.

Only a clear look That spoke all tongues, And tender hands That shook.

Only a lost place Which few ships Ever trace, Past duty's fetter; Where red, red lips Taste better.

Only a rude dream So real as to seem Undreamt, as fever felt Where two hearts meet and melt, Like suns together hurled. Only another world.

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

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CITY ZONE STATE

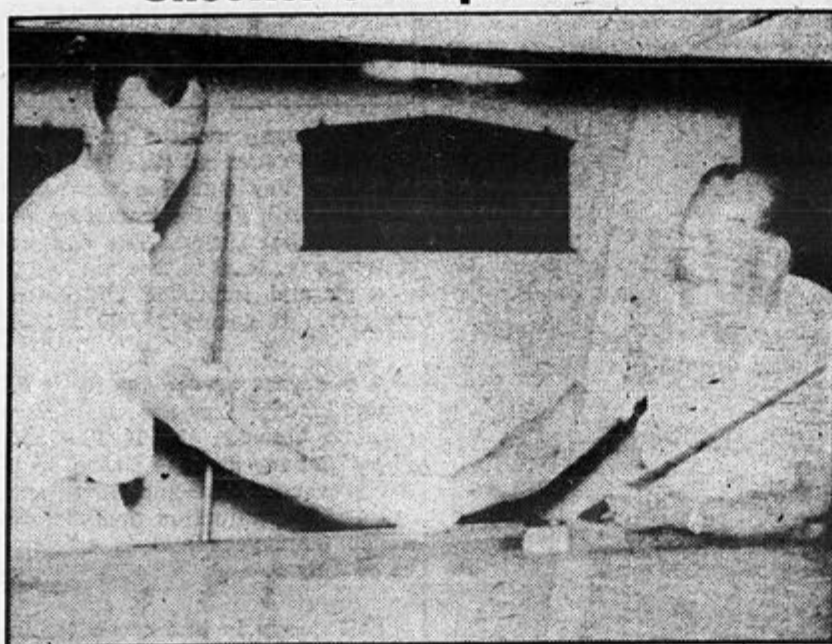
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Snooker Champs In India



Shorthanded?

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

Both finalists in a snooker contest at a shoreside club in Cochin, India, Seafarers Robert Kirkwood, OS, (left), and V. T. Garvey, AB, congratulate each other after Garvey won the final round. The boys were ashore from the Steel Seafarer at the time. Reporter Jack W. Craft sent in the photo.

SEAFARERS IN THE HOSPITALS

USPHS HOSPITAL BALTIMORE, MD.

- G. E. Anderson, Maximino Bernes, Kenneth Bewig, Francisco Bueno, Edward Burton, A. D. Carames, Leo A. Dwyer, Thomas Fiore, Alphonsus Galdikas, Joseph Gill, Gorman T. Glaze, Edward Hultzen, Raymond Knoles, Daniel W. Lippy, Luther R. Milton, Antonio Palmes, Roy R. Rayfield, Gerardo Riviera, Wm. E. Roberts, George Rowland, Joseph O. Snyder, J. A. Williams, Angus Wirth

USPHS HOSPITAL BOSTON, MASS.

- Jeremiah O'Byrne

USPHS HOSPITAL GALVESTON, TEXAS

- Leland E. Ashley, Thomas Dalley, A. S. Granger, F. L. Grissom, Concepcion Mejia, Alfonso Olaguibel

6TH DIST. TB HOSPITAL MOBILE, ALA.

- David M. Baria, William Havelin

USPHS HOSPITAL NEW ORLEANS, LA.

- James J. Adams, David Albright, Agapito Asenci, Claude F. Blanks, John G. Brady, J. L. Buckelew, John Butler, Sebastian Carregal, Cloise Coats, Albert T. Cooper, Salem Cope, Robert Cumberland, Floyd Cummings, Chas. F. Dorough, William Driscoll, Miles Foster, Clarence Graham, Samuel N. Hurst, Charles Jeffers, Carl Jones, Martin Kelly, Frankie Kitchner, Edward G. Knapp, Leo H. Lang, Arthur Langevin, William Lawless, Rene A. LeBlanc, John Linn, Leon Maas, Marion Matlin, James M. Mason, Robert Pagait, Jeffy Pontiff, Winford Powell, Randolph Ratcliff, Edward Samrock, John Samsel, Wade H. Sexton, H. Leonard Shaw, Toefl Smiglielski, West A. Spencer, Lonnie R. Tickle, Luciano Toribio, James Vallot, James E. Ward, Fritz Widgren, David A. Wright

USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY

- Edmund Abualy, Manuel Antonana, Eladio Aris, Fortunato Bacomo

USPHS HOSPITAL STATEN ISLAND, NY

- F. Antonetti, William Benson, Robert E. Carey, George Carlson, Albert Claude, Wendell Cosgrove, Heracio Da Silva, Lucius DeWitt, John Dovak, William Dunham, Newton Edrington, Estell Godfrey, Konstant Kain, Alfred Kaju, Vladislavs Kelpss, Donald McShane, James MacCrea, James H. Maxey, Thomas Moncho, Arthur Morgan, Alonzo W. Morris, John T. Norgaard, Floyd L. Redner, G. H. Robinson, Jose Rodriguez, Frank A. Rossi, Philip Sarkus, P. W. Siedenbergh, Andrew Snyder, James Stickney, Peter Ueci, Robert R. White

USPHS HOSPITAL NORFOLK, VA.

- T. P. Barbour, Francis J. Boner, H. G. Bradshaw, Kermit Bymaster, Flem A. Clay, Claud E. Denny, Frank J. L'Malley, Alfred Sawyer

USPHS HOSPITAL SAN FRANCISCO, CALIF.

- Marcelo B. Belen, Robert J. Coleman, Charles Dwyer, Thomas D. Foster, M. H. Hammond, John Kuchta, Harry E. Messick, Wm. F. Vaughn

USPHS HOSPITAL SAVANNAH, GA.

- Jose Blanco, Joe B. Farrow, George L. Johns, Jimmie Littleton, H. T. Nungzer

USPHS HOSPITAL SEATTLE, WASH.

- L. Bosley, D. K. Campbell, William E. Ekins, Charles H. Hawver, Ralph Kilbourne, Bard C. Nolan

TAMPA MUNICIPAL HOSPITAL TAMPA, FLA.

- Oscar R. Daniels

VA HOSPITAL ALBERQUERQUE, NM

- Charles Burton

USPHS HOSPITAL FORT WORTH, TEXAS

- Benjamin Deibler, John C. Palmer, Rosendo Serrano

VA HOSPITAL MEMPHIS, TENN.

- Billy R. Hill

USPHS HOSPITAL LEXINGTON, KY.

- S. J. Pierson

VA HOSPITAL RICHMOND, VA.

- John P. Wilson

JEAN LAPITTE (Waterman), June 24—Chairman, J. Pulliam; Secretary, D. Mease. Ship's fund \$17.50. Reports accepted. Beef about allotment checks being mailed out 10 to 15 days late by company. Repairs to be checked. Cooking not up to par. More juices for breakfast. Linen to be given out piece for piece.

CITRUS PACKER (Waterman), June 24—Chairman, M. Oliver; Secretary, L. Santa Ana. New delegate, reporter and treasurer elected. Ship's fund \$20.00. Reports accepted. Wet clothes not to be hung in front of water gauges in sidley. Fan situation to be discussed.

SEATIGER (Colonial), May 5—Chairman, M. Rossi; Secretary, J. Howard. New delegate elected. Each man to donate \$1.00 to fund at first draw.

Digest Of SIU Ship Meetings

Wire sent to San Francisco agent about water and repairs.

June 24—Chairman, M. Rossi; Secretary, J. Howard. Water and ice box to be taken care of in port. Ship's fund \$28.55. Disputed overtime—iq see patrolman at payoff. Have pipe line instead of rubber hose run to washing machine. Water tanks to be cleaned. Disputed overtime to be turned over to patrolman.

JOHN C. (Atlantic Carriers), June 4—Chairman, J. Townsend; Secretary, P. Ryan. Reports accepted. Delegate elected. Suggestion that two seats be left open for watches only. Crew to be properly attired when in messroom.

ALCOA PLANTER (Alcoa), June 24—Chairman, C. DeHospedales; Secretary, W. Harflove. One member missed ship in Baton Rouge and three in Mobile. Ship's fund \$30.00. Additional fan needed in galley. Pump and wringer, hot water faucet in pantry and drinking fountain need repairing.

STEEL SEAFARER (Isthmian), June 24—Chairman, M. Henton; Secretary, L. Karalunas. Delegate to square away all beefs and disputed overtime on arrival. Ship's fund \$15.50. Suggestion to purchase timing device for washing machine.

STEEL ROVER (Isthmian), June 23—Chairman, R. Sigaur; Secretary, W. Schoenborn. One member hospitalized in Honolulu. Report accepted. Trouble with one member of steward department. Need new washing machine. To start ship's fund.

CHOCTAW (Waterman), June 10—Chairman, I. Eckoff; Secretary, M. Magel. All repairs completed. Better brand of soap powder requested. New delegate elected. To create ship's fund for Union business.

ROBIN SHERWOOD (Seas Shipping), June 17—Chairman, A. Harrington; Secretary, W. Moody. One man hospitalized. Few hours disputed overtime. New man taken on in Laurenco Marques. Beefs to be squared away at payoff. Ship to be fumigated. Doors in lower passageways to hold to be closed. Ship needs painting inside. More fruit to be served.

OCEAN ULLA (Maritime Overseas), June 17—Chairman, A. Lutey; Secretary, D. Furman. One member hospitalized in Germany. Contacted headquarters regarding longshoremen's work. Matter of launch service to be taken up with the company. Some disputed overtime in black gang. Water situation to be straightened out. Tanks to be cleaned. Complaint about lost money and personal effects.

DEL MAR (Mississippi), June 17—Chairman, J. Ahern; Secretary, C. Cobb. One member left in B. A. hospital. Few cases of sickness aboard. Black gang held two special meetings. \$45.00 to be donated to library. Ten percent of all raffles to be donated to brother to be taken from fund. Pursuer to be reimbursed for two boxes of cigars. To investigate opening of one brother's mail. Need clarification on loggers.

STEEL SURVEYOR (Isthmian), June 16—Chairman, J. Swiderski; Secretary, A. Stevenson. Ship's delegate elected. Fund to be started. Discussion on linen. Need larger sheets for bunks. Locks to be fixed. Some disputed overtime.

JOHN C. (Atlantic Carriers), June 25—Chairman, G. Sneed; Secretary, R. Aguilar. Some disputed overtime. One man logged.

DEL MAR (Mississippi), June 15—Chairman, T. Liles, Jr.; Secretary, C. Cobb. Secretary-reporter to attend all safety meetings and take notes. Crew to report to ship one hour before sailing time.

ALCOA PLANTER (Alcoa), June 10—Chairman, C. DeHospedales; Secretary, J. Mehalor. One man missed ship in Maracaibo. Report accepted. Donation of \$1.00 requested to start ship's fund. Washing machine to be repaired. Steam to be shut off in

bathrooms and showers. Foc'ales to be painted and galley range to be cleaned.

DEL MAR (Mississippi), June 17—Chairman, T. Liles, Jr.; Secretary, C. Cobb. Delegate asked brother to resign as black gang delegate.

ALCOA PLANTER (Alcoa), May 27—Chairman, C. DeHospedales; Secretary, W. Harflove. Reports accepted.

ROBIN KIRK (Seas Shipping), June 3—Chairman, A. Arnold; Secretary, C. Kroll. New delegate elected. Ship's fund \$82.45. Reports accepted. Radio operator contacted regarding MTD broadcast.

VENORE (Ore Navigation), June 26—Chairman, G. Brown; Secretary, W. Hubbard. All repairs made. New treasurer and secretary-reporter elected. Suggestion that a change be made in handling of lifeboat drills, specifically in regard to cranking in the boats. Crew felt that with two cranks the process would be easier. Crew requested letter be written to agent regarding longer payoff periods.

OREMAR (Ore Navigation), June 26—Chairman, J. Martin; Secretary, S. Hutchinson. Ship's fund \$12.41. Some disputed overtime. Rooms to be painted. Need additional fans for recreation room, and wind chutes for rooms. Check refrigerator in pantry. Radio operator injured in fall, hospitalized in Guayacan. Captain had RO license and acted as sparks as far as Panama.

MADAKET (Waterman), June 14—Chairman, E. Wallace; Secretary, A. Bender. \$276.00 in fund for movies. Yokohama agent misinformed two crewmembers of ship's sailing time causing them to miss ship. Beef to be referred to patrolman. More stores needed. Messhall to be painted. Linen shortage. Check washing machine.

CAMP NAMANU (Petroleum Carriers), June 17—Chairman, T. Marfeneau; Secretary, N. Merrick. Two men hospitalized in Singapore. Five men short. One man paid off. Racks put back on tables. Messhall to be kept clean at all times. OT sheets mailed out from headquarters. Shortage of soap and other stores. Cots not to be left on deck. 72 cots purchased. Discussion on statement sent to headquarters. Deck delegate resigned.

STONY POINT (US Petroleum), May 20—Chairman, J. Purcell; Secretary, W. McBride. Three men hospitalized in Singapore. New treasurer elected. Ship's fund \$5.50. Reports accepted. Discussion on lack of money when arriving in port. Discussion on draw.

STEEL MAKER (Isthmian), July 2—Chairman, J. Santos; Secretary, E. Biss. Discussion concerning hospital being moved topside. Repair list to be taken care of on arrival in NY. Ship's fund \$16.50. Reports accepted. Hand and foot rails on aftermast unsafe. Patrolman to check on same and see about repairs.

TROJAN TRADER (Traders), June 19—Chairman, R. Hodges; Secretary, R. McNeil. Meeting called to square away minor and personal beefs. All repairs that can be done by engineers to be turned over to delegate. Some disputed overtime to be settled at payoff. Only beets which concern living conditions to be taken to department delegate. Need screens in recreation room portholes and deck department bathroom. Discussion on moving hospital from main deck to boat deck because of steam lines running through present hospital. Room too hot.

HIGH POINT VICTORY (Bull), June 17—Chairman, D. Jones; Secretary, N. Wroten. Discussion on menus. Communications posted.

July 3—Chairman, N. Flowers; Secretary, H. Hodges. Report accepted. Repair lists turned in. Need minutes' forms. List of articles to be ordered for slopchest. Suggestion to start a ship's fund. Patrolman to check stores and slopchest.

QUEENSTON HEIGHTS (Mar Trade Corp.), March 18—Chairman, S. Johnson; Secretary, J. Dickerson. No LOGs or communications received. Captain to obtain travellers checks for draw in Singapore. Meat supply needed in Japan for another round trip to Persian Gulf. Cigarettes to be purchased in Sasebo, Japan and also other items for slopchest. Twenty hours disputed overtime. Repairs needed in engine room to insure safety of men working. Need supply of beef and sundry stores in Japan. Repair list to be made up. Letter sent to headquarters regarding stores to be purchased in Japan. Ash trays to be used for cigarettes instead of discarding same through port holes. Poop deck to be washed down every day, if possible. Ship's fund \$25.30.

ORION STAR (Orion), Feb. 12—Chairman, C. Johnson; Secretary, W. Stark. Some disputed overtime. Few LOGs from Yokohama. Department still short. One man fouled up in Yokohama. Suggestion to have all correspondences to Union written by steward and signed by three delegates. Letters to be written collectively. Reports accepted.

March 18—Chairman, C. Johnson; Secretary, W. Stark. One man paid off in Sasebo due to illness in family. Replacement picked up on previous trip missed ship. Letter will be written about this. One man fouled up. No LOGs received. To write letter to headquarters. Letter written concerning meeting of non-members at end of voyage 5.

BEATRICE (Bull), June 17—Chairman, J. Rivera; Secretary, H. Ricci. New delegate elected. Clean string of washing machine.

MOUNT VERNON (N. Atlantic), June 17—Chairman, R. Holland; Secretary, A. Whitmer. Everything in order, some disputed overtime. Minor beefs, will be taken up with patrolman at payoff. All hands are urged to cooperate in getting old linen together at time of change, Wednesday. Vote of thanks to steward department; repair lists to be turned in.

NEVA WEST (Bloomfield), July 15—Chairman, J. Wread; Secretary, E. Auer. Ship's delegate left ship at Azores due to illness. Ship's fund—\$29. Two men were taken to hospital. New ship's delegate elected.

ORION PLANET (Colonial), July 14—Chairman, J. Davis; Secretary, B. Padgett. Repair list almost completed. Crew accepts yen for draw. One man missed ship. No beefs. Ship's dele-

gate elected. It was suggested that \$10 be donated to winner of arrival pool.

STEEL ARCHITECT (Isthmian), May 7—Chairman, B. Smith; Secretary, H. Krohn. Some beefs on food to be ironed out at this meeting. Ship's fund—\$40.32. Some disputed overtime, no beefs. Vegetables are overcooked. Copy of menu to be kept for crew; cooking is poor this trip. Laundry room to be kept clean.

VALCHEM (Valentine), July 25—Chairman, B. Porter; Secretary, W. Walker. Ship to go into shipyard. Little disputed overtime; repair list to be handed in. Motion carried to accept communications from headquarters unanimously. Discussions held on TV, radio, new ashtrays and Welfare Plan benefits.

VENORE (Ore), July 27—Chairman, G. Brown; Secretary, P. Meth. Letter regarding crew feelings about longer payoff periods has been written to Baltimore. Galley has been painted. Communication from headquarters accepted. Discussions held on hot water coming out of cold water faucets; drinking water has improved; crews quarters need painting; clarification on policy of sougeeing wanted.

WACOSTA (Waterman), June 17—Chairman, J. Hauser; Secretary, C. Quinn. Ship's fund—\$10. No beefs, everything okay. Motion carried to accept reports from headquarters. Ship's delegate elected. Washing machine not to be misused.

CHICKASAW (Pan Atlantic), July 1—Chairman, F. Boyne; Secretary, J. Keelan. No beefs. Stores are improving; want strawberries. Motion carried to accept communications. Ship's delegate elected. Vote of thanks to ship's delegate.

CHILORE (Ore), July 8—Chairman, C. Webb; Secretary, T. Yablonsky. One man injured and hospitalized in Canal Zone. Ship's fund—\$17.20. No beefs. Motion carried to accept recent communications from headquarters. New ship's delegate elected. Discussion held about lack of fresh fruit with night lunch.

DEL ORO (Mississippi), June 11—Chairman, J. Burki; Secretary, J. Alsbrook. Ship's fund—\$45.09. Everything okay. Motion carried to concur in communications from headquarters. Ship's delegate elected.

DESOTO (Pan Atlantic), July 15—Chairman, W. Fleishman; Secretary, E. Boyle. Everything running okay; no beefs. Ship's fund—\$31.22. Motion carried to accept communications from headquarters unanimously. Ship's delegate and secretary-reporter elected. Discussion held on shortage of milk at beginning of trip, because of change of stewards.

DOROTHY (Bull Lines), July 9—Chairman, F. Walker; Secretary, J. Knight. To check with patrolman and find out if penalty cargo is aboard. Some disputed overtime. All communications read and accepted. Excess linen to be returned for inventory. Better variety of cold drinks wanted at meals. Sink to be installed below for cooks use. Poor launch service in Humacao.

EMILIA (Bull Lines), July 22—Chairman, none; Secretary, W. Yarbrough. Everything running okay. No beefs; no disputed overtime. Motion carried to write SIU headquarters, requesting companies to have payroll end December 31 instead of overlapping the year. Ship's delegate to check with mate and rotate chipping, one day in morning and one day in afternoon, so guys off watch can get their rest.

FORT BRIDGER (US Petroleum), June 24—Chairman, H. Menz; Secretary, J. Haynes. One man sent to hospital. Ship's delegate elected. To check with captain and request that next draw be made in Japanese money of travelers checks. Cook foc'sles need painting. Additional windsails needed.

GATEWAY CITY (Waterman), July 22—Chairman, W. Sink; Secretary, H. Carmichael. Everything going okay. No beefs; no disputed overtime. Motion carried to accept communications from headquarters. Cooperation with messmen requested.

HEYWOOD BROWN (Victory Carriers), July 1—Chairman, C. Lee; Secretary, H. Shartzer. Deck delegate and ship's delegate elected. Motion carried to accept communications from headquarters unanimously. Delegate to see about keys for doors and scuppers for pantry.

IDEAL X (Pan Atlantic), July 15—Chairman, V. Szymanski; Secretary, J. Tarrant. No beefs. Ship's fund—\$22.14. Motion carried to post recent communication. Refreshments to be bought with ship's fund.

HILTON (Bull), July 13—Chairman, J. Crowley; Secretary, R. Saviar. Washing machine out of order, to be repaired. Ship's fund—\$20.50. Some disputed overtime. Motion carried to accept communications from headquarters. Ship's treasurer elected. Poor water aboard.

LAKE GEORGE (US Petroleum), June 24—Chairman, M. Miller; Secretary, A. Aronics. Ship's delegate elected. No beefs. Canvas needed as awning on fantail. Vote of thanks to steward department. Letter to be written to headquarters regarding trouble in engine department.

Oil 'n OT



Working buckets to clean tanks after discharging cargo in Buenos Aires, Seafarers Angelo Romero (left) and Dominick DiFeo pile up that OT on the tanker Lake George, enroute to Venezuela for more oil.

This Kind Of A Bottle Is Rare On Irish Shore

A bottle—always a great asset for developing friendships—brought a Seafarer and an Irish farmer together a couple of weeks ago, when it floated onto the beach at Portballintrae on the North Irish coast.

Seafarer Nick J. Wuchina threw the bottle over the side from the Ines last December 9, with a message requesting the finder to write him in the US.

Now assured of a new "pen pal," Wuchina received a letter from farmer Danny Thompson of Islandranney, Bushmills, in Northern Ireland, describing how he came upon the bottle while visiting the beach to collect a load of seaweed.

Bottles No Rarity Apparently the "find" was such a rarity in the area that the local newspaper devoted a story to it, although bottles—whiskey bottles, anyway—are no strangers to Bushmills. Partisans of Irish whiskey have been getting a special inner glow from a brand known as "Old Bushmills" since 1784. The an-

cient distillery is a nearby landmark.

Based on information supplied by Bull Lines, which owns the Ines, it's been determined that the bottle was consigned to the deep on an eastbound voyage to Rotterdam which began in New York on December 3, 1955. According to the ship's 8 AM position on December 9, the Ines was 1,775 miles out of Rotterdam at the time.

Thus it can be assumed that the bottle pretty much followed the course of the ship across the Atlantic although, lacking the advantage of steam and radar, it took a longer, more northerly course and got boxed in on the passage between Northern Ireland and Scotland, where it remained for farmer Thompson to make his discovery.

Still A Good Method

Wuchina, incidentally, recommends this method of sending messages all over the world, although this one didn't work out too well in one particular. In addition to the letter from farmer Thompson, Wuchina also received one from an "Irish lass" which he never really got to see. His wife got to it first.

Last summer, a similar find was reported by a Cuban fisherman, who came up with a bottle message tossed over the side by two Seafarers on the Del Sud. The fisherman wrote about it directly to the LOG.



Wuchina

Digest Of SIU Ship Meetings

gate elected. It was suggested that \$10 be donated to winner of arrival pool.

PONCE (Ponce Cement), July 27—Chairman, D. Rose; Secretary, G. Knowles. All SIU welfare forms are aboard; men who have not filled them out to do so. Ship's fund—\$34.90. Some disputed overtime. Beefs in steward department to be discussed. Motion carried to concur in communications from headquarters. Repair list to be made up.

ROBIN LICKSLEY (Robin Line), June 25—Chairman, Furado; Secretary, B. Bowley. Few minor beefs have been settled. Ship's fund—\$21. No beefs or disputed overtime. Motion carried to accept communications from headquarters. Ship's mail is slow. Men to leave laundry in orderly condition.

ROYAL OAK (Chies Service), July 14—Chairman, C. Kelleher; Secretary, D. Beard. Steward department beefs finally straightened out. Repair list to be taken care of. Cots have been ordered. Ship's fund—\$15.36. Motion carried to accept communications from headquarters. Crew to cooperate to keep messhall clean. Ship's fund needs a boost.

SEACLOUD (Pegor), July 8—Chairman, J. Mahoney; Secretary, A. Tentino. No beefs. Condition of ship discussed. Ship to be secured before sailing.

SEA COMET II (Seatraders), July 22—Chairman, G. Ruf; Secretary, J. Guard. Galley and crew mess hall not painted this trip, will have to wait until next trip. One man missed ship. Ship's fund—\$35.75. Some disputed overtime, no beefs. Port patrolman to speak to captain regarding United States currency being used for draws during hours of 8 AM to 5 PM. Men leaving cabins to clean them.

July 24—Chairman, G. Ruf; Secretary, R. Masters. Spoke to captain about painting galley and messhall. No beefs, few hours disputed overtime. Motion carried to concur in communications from headquarters. One man was refused medical treatment in Rotterdam. Captain refused hospital slip and told chief mate to treat him. Mate said nothing was wrong.

SEAMONITOR (Excelsior), June 24—Chairman, J. Garber; Secretary, M. Bugawan. Two men missed ship in England. Picked up replacements. No disputed overtime and no beefs. Motion carried to concur in communications from headquarters. Discussion held on use of washing machine. Crewmembers not to remove screen from drain. Wind chutes stick out too far.

SEATRAN GEORGIA (Seatrains), July 15—Chairman, W. Jones; Secretary, W. Kleinola. One man missed ship. Ship's fund—\$16.47. Motion carried to accept communications from headquarters. Steward to be in messhall at mealtime. Motion carried to have steward turned in to patrolman to explain poor condition of food.

SEATRAN LOUISIANA (Seatrains), July 22—Chairman, S. Garcia; Secretary, B. Hay. Stainless steel tubs have not been installed yet. One man missed ship. Everything okay. Ship's fund—\$140. No beefs. Ship's delegate elected. Headquarters communication regarding resolution was discussed and concurred in unanimously. Brothers asked not to make so much noise; there are brothers sleeping.

SEATRAN SAVANNAH (Seatrains), July 15—Chairman, E. Hansen; Secretary, Hoag. No beefs, everything going smooth. Ship's fund—\$48.22. Motion carried to accept communications from headquarters. Ship's delegate and treasurer elected. Discussion held about shipping going to shipyard on arrival in New York.

STEEL APPRENTICE (Isthmian), July 4—Chairman, J. Bracht; Secretary, G. Bryan. Drinking water is bad. Rooms and decks to be painted

Packer Views Tripoli—Makes Own History

Taking events in stride, Seafarers on the Citrus Packer are homeward-bound again after another run to the Near East. On the previous voyage, they gave Tripoli a run for their money—and the Libyan capital gladly returned the favor.

An account of the Packer's initial invasion of the Near East, by Ollie Olvera, said they went over "wondering if there were any suckers in Tripoli but, after they left there, it was obvious the suckers were on board all the time."

The cargo left over there consisted of sacked flour, grain and a quantity of excess US currency, furnished by the crew.

Beirut was also treated to a brief visit, but the major action was reserved for Tripoli, "a memorable place with an historical background. The Marines had a moment of glory there, Nick the Greek paid his respects to the famous Casino Udaan and the French Foreign Legion got their licks in

with a battle or two in that neighborhood also.

Fell In Line

"Accordingly, the historically-minded crew of the Citrus Packer fell right in line. We didn't have any special moment of glory... although we were honored at the Casino. In fact, the management had such a profitable time during our stay, it made us full book members."



Olvera

Minute Memos

SS McKettrick Hills, July 1: "One brother went to doctor in Aruba to see about his dysentery, was put on a tea and fresh apple diet, and then tea and applesauce for another day... Is now back to his regular one meal a day from 6 AM to 12 midnight."

SS Antinous, July 1: "Congratulations to Charles F. H. Garriz, chief electrician, on his good fortune. Message arrived that his permanent residence visa had been granted."

SS LaSalle, July 8: "Discussion on using jelly glasses as drinking glasses... One man said it was 'against Union policy.' Suggestion turned down."

—By Seafarer Norman Lightell

'Before and After'



Hard Luck Trip? Pal, Del Aires Has Had It

Barring complete disaster, you'd have to go a mighty long way on bad breaks to top the recent "tough luck voyage" of the Del Aires.

"From the beginning of the voyage bad luck plagued this ship," declared Clarence V. Dyer, ship's reporter, and Morris R. King, ship's delegate. They had hardly left the dock when one of the deckhands turned up with a broken hand.

Santos, the 1st assistant engineer was accidentally blinded in the right eye, and had to be left in the hospital.



King

Then the Argentine revolution broke out while the ship was laying in Buenos Aires. Later, as they were leaving Rosario, the No. 2 resister housing got soaked and presented a big mess for the electricians to straighten out. "They worked all night for over a week getting the machinery back in working order," said Dyer.

Eberhart Dies

Finally, the trip was climaxed by the death of Brother Charles Eberhart, 46, on the 4th of July, no less. Eberhart, a member of the deck gang, succumbed to a long ailment. He had been an SIU member since 1938.

"All in all, you've got to admit that even Sergeant Friday couldn't call this voyage 'just routine,'" the boys commented.

Union Has Cable Address

Seafarers overseas who want to get in touch with headquarters in a hurry can do so by cabling the Union at its cable address, SEAFARERS NEW YORK.

Use of this address will assure speedy transmission on all messages and faster service for the men involved.

No Flying Saucers?

Bottles, Butts Rouse Sleepers

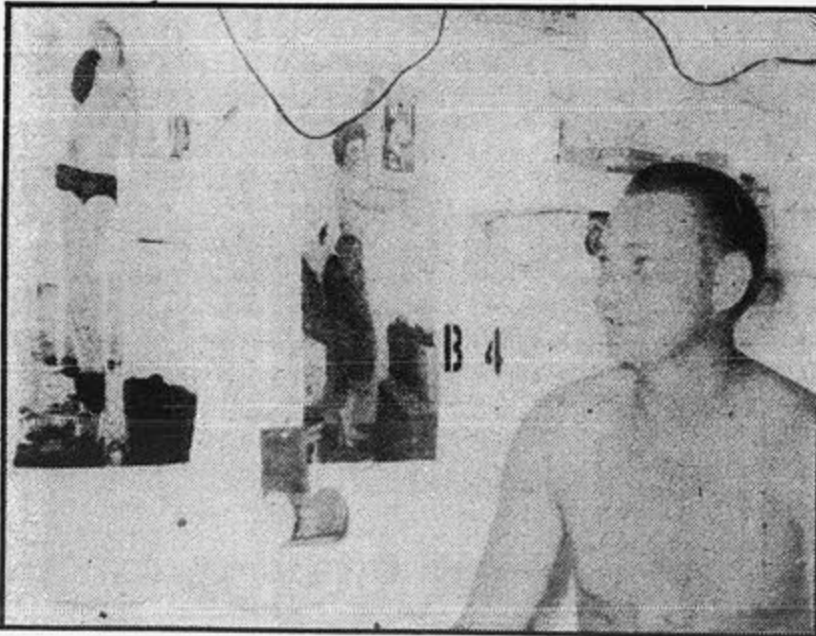
Everybody has a breaking point, and it looks like some of the drowsy bunch on the Queenston Heights have just about reached theirs.

The boys apparently are weary of dodging missiles flung out of the messhall ports onto the deck where they've been sleeping on hot nights. The heat is enough to contend with by itself, they figure.

At a recent ship's meeting where the situation came up, the deck-slumberers cautioned the rest of the crew that they didn't look too kindly on guys who disposed of empty soda bottles and the like through the portholes. The Health Department frowns on this as a method of trash disposal also, they pointed out.

A similar taboo was urged on cigarette smokers with a fondness for getting rid of their butts in this manner. That's what ashtrays are for, they added. Of course, nobody said those on the "inside" were aiming exactly, but it is pretty hard to miss a sitting duck at that.

Pin-Ups Make Dandy Decorations



A pair of pert pin-ups draw an appreciative glance from Seafarer Jimmy "Nick" Nicholson, AB on the Portmar, as he admires the decorating scheme in his fock'sle. Shipmate Charlie Burns recorded the scene with his camera.

Ex-Seafarer Cheers Progress

To the Editor:

Since coming back to Australia in 1951, I have just managed to get a copy of the SEAFARERS LOG, the issue of April 27, 1956.

After all these years it was a great joy to get one and read every word (yes, every word) printed. As a former bookmember of the SIU from 1945 through 1950, I would appreciate

Letters To The Editor

All letters to the editor for publication in the SEAFARERS LOG must be signed by the writer. Names will be withheld upon request.

ate being put on the mailing list to receive each edition.

It was with great pleasure that I read of your Welfare Plan, a marvelous step forward in unionism. As a very active member in the New Orleans area during the years I was a member, either as a ship or engine delegate on practically every ship I sailed, it was with great pleasure that I read about how far the Seafarers have gone ahead.

But with men of the calibre of Paul Hall, Lindsey Williams, Cal Tanner, C. Tannehill, Earl Sheppard, Joe Algina, Joe Volpian and others too numerous to mention at the helm, and with the backing of the members, how can the Union fail to go ahead?

These men have always looked ahead, never backwards. I hope they carry on with the good work for many years to come.

Was Electrician

I made a lot of friends while sailing SIU ships as chief or 2nd electrician out of New Orleans and would like to hear from them again. I am actively engaged in the industry out here and would appreciate a copy of one of the latest agreements, since all the things a man finds in other agreements may possibly be put to use out here in the future.

Believe me when I say I wish the Seafarers all the success they deserve as the top maritime union in the world today.

Francis J. McQuillan

Dad, Crew Mourn SIU Son's Loss

To the Editor:

The crew aboard the Linfield Victory extends its deepest sympathy to brother John Wesley Smith on the death of his son, brother Gerald Smith, who had

a fatal accident in the Port of New Orleans while visiting him.

The younger Smith was killed by a train that was switching cars, blocking the entrance to the gate where his ship, the Raphael Semmes, was docked. He was trying to cross over a flatcar when the train went into motion throwing him off balance, and he fell in between the cars.

Upon the arrival of the ambulance, both his legs and an arm were amputated, and due to the loss of much blood, he died several hours later at Charity Hospital, New Orleans.

Duska "Spider" Korolla
Ship's reporter

Hospital Aid Was 'Big Help'

To the Editor:

I would like to thank the Seafarers Welfare Plan for helping out so wonderfully with my hospital and doctor bills recently.

I was in Emory Hospital for two weeks, and the Welfare Plan paid half the hospital bill plus \$56 on the doctor's bills. This sure helped since I haven't been able to work since then.



Mrs. Waters

I had quite a time getting things done as my husband, D. K. Waters, was on a trip and I had to wait until he sent his last discharges. But everything worked out fine. It's nice to know we have someone to help us out when we need it the most.

I'm still glad I'm a seaman's wife. Thanks again for everything.

Mrs. Drury K. Waters

McKettrick Hills Skipper 'A Find'

To the Editor:

I doubt if there is a skipper anywhere who couldn't learn something from Capt. Robertson of the SS McKettrick Hills. He has done more than his share to help make this ship the one we dream about but seldom find.

On other ships I have found that giving us what we are entitled to often seems to annoy the captain. A little thing like launch service is often a chronic bellyache for all concerned.

But when we dropped anchor in Rio Grande, Brazil, we had a launch running before anyone was ready to go ashore, and no one had to ask for it.

Smile Always Helps

A smile and a greeting from the skipper can go a long way towards producing cooperation and understanding. I really believe Capt. Robertson takes

pleasure in giving his personal attention to the problems of the crew.

Here are a few examples of his courtesy: A letter left on his desk will be mailed, with postage charged to the slop-chest account. Payment for a purchase may be arranged, same deal. He has worked out a system to help those who wish to send money through the mail by having travelers checks available. Valuable letters are dispatched to the home office by registered mail, with instructions to forward.

Since courtesy is contagious, it naturally works both ways. When the old man grins and points to the percolator, he gets coffee without making the man on watch look or feel like an apple polisher.

The ship itself has a bent axle and a knock in her engine, so some scrap dealer may soon own her for 20 bucks a ton. She has had her share of beefs, but she's a real SIU ship.

She will be recognized as an SIU ship four miles away in the Los Angeles smog by the sound of her steam whistle alone, and our LA smog is now so thick you can poke your finger into it and see the damn hole for a week.

Daniel D. Backrak

Runner Cheers Relief Skipper

To the Editor:

With all due respect to our regular skipper, Capt. I. F. Woods, the crewmembers of the SS Alcoa Runner wish to express their gratitude to our present captain, Jonathan W. Taunton, for his excellent leadership and ability to treat the crew with the best of courtesy.

We extend our very best wishes to him in his future voyages and may God accompany him always.

Crewmembers,
SS Alcoa Runner

Marine Wants To Keep In Touch

To the Editor:

My last ship was the Azalea City and what I wouldn't give to be on it now! This Marine Corps is driving me nuts.

How about getting me "paid off" from this outfit so that I can get a job on an SIU ship?

I would appreciate getting the LOG so that I could keep up with shipping and all the other news. It would be wonderful to find out how some of my old shipmates are doing and about the progress the SIU has made.

I joined the SIU in 1950 and left in 1954. Here's hoping I'll see you all soon.

PFC Charles A. Murrah
Recon Co., Hqs. Bn.
2nd Marine Div., FMF
Camp Lejeune, NC

Burly



Any Takers?

By Bernard Seaman

Hq. Tallying Committee Report

(Continued from page 10)

election of a Polls Committee. One meeting was held at 9:00 A.M. and the other at 12:00 A.M. Also on July 19, 1956, it was necessary for the Port of Baltimore to hold two special meetings for the election of a Polls Committee. One meeting was held at 9:00 A.M. and the other at 3:00 P.M. The necessity of the second meeting in each case arose due to the fact that a member of the Polls Committee elected earlier, could not remain for the remainder of the day and another member had to be elected to the Committee, to replace him. We see absolutely no objections to this, particularly since the moment the member left, all voting was stopped until the full membership of the Committee was functioning. We do not consider any action by the membership to be necessary, but we nevertheless, bring it to the attention of the membership. Our only recommendation is that, if a member knows he can't serve the whole day, he should not take on the job in the first place.

In checking the rosters of all ports, we have found that on July 18, 1956, in the port of Baltimore, that the roster for the day was only one page. Of the three man Polls Committee, only two men had signed the roster. Also, we found that on July 20th, 1956, in the port of New Orleans, that the roster for the day was two pages. Of the two pages, only one had been signed by the full committee of three, while the second page had been signed by two. We feel that in both of these cases, it was an act of carelessness, but since all the ballots and stubs checked out, we recommend that the membership approve our procedure, which was to ignore the omission. We consider this to be a very minor er-

ror, without any effect, but so long as we have this detailed procedure, members working on Polls Committees should watch all details, no matter how small.

This Committee finds that the voting on the proposition "Do you approve the above Constitutional Amendments?" has been carried by more than a two-thirds majority of the valid ballots cast, that the balloting was conducted secretly, and that there were no protests of any kind made by anybody to this committee's knowledge. There are no discrepancies requiring special membership action as per the constitution, other than those set out in this report.

This Committee further finds that all of the provisions of Article XIII, Section 3-B through Section 5, of the Constitution have been duly observed, and the voting requirements set forth in the resolution voted by the membership have also been duly observed. Your Committee therefore finds that these constitutional amendments have been constitutionally approved.

DATED: August 14, 1956

Name	Book Number	Department
J. Schwinn	S-11	Deck
J. Obreza	O-25	Deck
C. W. Emanuel	E-103	Engine
W. Biskas	B-36	Engine
R. Leader	L-6	Steward
A. Yarborough	Y-30	Steward

Navy, Co's Vie For Leftover Mariners

A real fight may be shaping up between the US Navy and private shipping companies over the eight Mariners which the Government still has available for sale.

The Navy wants all eight of the high-speed freighters. But now, with shipping booming, so do the private operators.

Backing up the companies' stand, Senator Magnuson of the Senate Interstate and Foreign Commerce Committee last week asked the Commerce Department to halt its proposed transfer of the ships to the Navy.

Built For Commerce

Senator Magnuson pointed out that the Mariners were built under the terms of the 1936 Merchant Marine Act specifically to be available for US foreign commerce.

Whatever the outcome of the situation, it is not expected to affect the plans of Arnold Bernstein Lines which already has one Mariner committed to it for conversion to a low-cost trans-Atlantic passenger ship.

Seeking the Mariners are several private operators including the Matson Navigation Company which wants all eight of them for a new service from Atlantic ports to the Far East.

The Mariners were originally built during the Korean war at a cost of about \$9 million each but today's costs would be double or more than that figure.

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:

Rosemary Bischoff, born June 29, 1956 to Seafarer and Mrs. G. F. Bischoff, Irvington, NJ.

Paul Labaron Collier, born May 22, 1956 to Seafarer and Mrs. Ralph Collier, Mobile, Ala.

Gary Paul Karns, born June 24, 1956 to Seafarer and Mrs. Ronald Lester Karns, New Orleans, La.

Nancy Carol Manning, born June 6, 1956 to Seafarer and Mrs. Michael M. Manning, Tampa, Fla.

Cecilia Reyes, born June 29, 1956 to Seafarer and Mrs. Pedro Reyes, New York, NY.

Hector Vargas Ruiz, born June 17, 1956 to Seafarer and Mrs. Giovanni Vargas, Ponce, PR.

Maria Dolores Vegas, born July 3, 1956 to Seafarer and Mrs. Abraham Vegas, Brooklyn, NY.

Donald Theodore Wagner, born July 4, 1956 to Seafarer and Mrs. Donald Wagner, Jersey City, NJ.

John Alfred Oslon and Frank Earle Oslon, born to Seafarer and Mrs. Maurice J. Oslon, Somerville, Mass.

Teresa Carol Whisenant, born June 8, 1956 to Seafarer and Mrs. Marcus Whisenant, Princeton, NC.

Robert Mitchell Wilburn, born July 6, 1956 to Seafarer and Mrs. Aaron M. Wilburn, Galveston, Tex.

E. Rin Yueng, born July 2, 1956 to Seafarer and Mrs. Yuen Yueng, New York, NY.

Patricia Albanese, born July 19, 1956 to Seafarer and Mrs. Rocco Albanese, Lyndhurst, NJ.

James David Callaway, born April 14, 1956 to Seafarer and Mrs. Lloyd T. Callaway, New Orleans, La.

Richard Charles Kimberly, born June 19, 1956 to Seafarer and Mrs. Bernard H. Kimberly, New Orleans, La.

Stella Bonilla, born July 15, 1956 to Seafarer and Mrs. Jose E. Bonilla, New York, NY.

Jeffrey Michael Colucci, born July 19, 1956 to Seafarer and Mrs. Michael Colucci, Brooklyn, NY.

ROU, MMP Get 6% Wage Hike

The Masters, Mates and Pilots and the Radio Officers Union have won six percent increases in wages and overtime, following wage reopening negotiations with Atlantic and Gulf coast shipowners.

All of the increases are retroactive to June 16, 1956, although the actual reopening date for both unions is this coming September 30. The increases come under a three-year pact with the operators reached last year.

Dollar wage adjustments in some ratings were also included in the gains affecting members of both unions.

Among Our Affiliates

Construction delays compelled the Marine Cooks and Stewards Union to postpone dedication ceremonies for their new San Francisco headquarters. The formal dedication will be held one month later on Friday, September 21 at 1 P.M. MCS hopes to have some of its offices functioning in the new building before the dedication date. It is located at 350 Fremont Street, around the corner from SIU of North America headquarters.

The Brotherhood of Marine Engineers reports it is on the lookout for engineers with limited tonnage diesel tickets to fill jobs available on the West Coast. Further information can be obtained by contacting Jack Regan, BME San Francisco representative, at 450 Harrison Street in that city.

Both welfare and vacation payments have shot past the million dollar mark, the Sailors Union of the Pacific reports. Welfare payments stood at \$1,029,252 as of June 30 while the vacation plan was over the top by more than \$7,000. The Welfare Plan was negotiated in November, 1949, and the vacation plan payments began January 1, 1954.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the SIU death benefit is being paid to their beneficiaries:

Charles F. Eberhart, 46: Brother Eberhart died on July 4, 1956, of pulmonary congestion while sailing aboard the SS Del Aires. Place of burial is not known. Brother Eberhart was a charter member of the SIU, joining in 1938 in the Port of New York. He had been sailing in the deck department. Brother Eberhart is survived by his wife,



Mrs. Pearl Eberhart of St. Augustine, Fla.

Arthur R. Brooks, 55: Drowning was the cause of Brother Brooks' death on June 23, 1956 in Baltimore, Maryland. Burial took place in the Baltimore National Cemetery in Baltimore, Maryland. Brother Brooks had been sailing out of Baltimore in the deck department since joining the Union in 1951. He is survived by his mother, Mrs. Ella Faulkner of Henderson, North Carolina.

J. L. Logan, 36: Brother Logan died in an automobile accident on May 4, 1956 on Highway 20 near Gibson, Louisiana. Burial took place in Masonic Cemetery in Lafayette, Louisiana. Brother Logan had been sailing in the engine department since 1947. He joined the Union in the port of Baltimore. He is survived by his wife, Beatrice Logan of Washington, DC.

George M. Smira, 40: On July 27, 1956, Brother Smira died in New Orleans, Louisiana. Place of burial is not known. Brother Smira had been a member of the SIU since 1945, joining in New Orleans. He shipped out in the steward department. Brother Smira is survived by his sister, Gloria Smira of New Orleans, Louisiana.



DIRECTORY OF SIU BRANCHES

SIU, A&G District
 BALTIMORE.....1316 E. Baltimore St. Eastern 7-4900
 Earl Sheppard, Agent
 BOSTON.....276 State St. Richmond 2-0140
 James Sheehan, Agent
 HOUSTON.....4202 Canal St. Capital 7-6558
 C. Tannehill, Acting Agent
 LAKE CHARLES, La.....1419 Ryan St. Hemlock 6-5744
 Leroy Clarke, Agent
 MOBILE.....1 South Lawrence St. Hemlock 2-1754
 Cal Tanper, Agent
 NEW ORLEANS.....523 Bienville St. Tulane 8626
 Lindsey Williams, Agent
 NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6600
 NORFOLK.....127-129 Bank St. Madison 2-9834
 Ben Rees, Agent
 PHILADELPHIA.....337 Market St. Market 7-1635
 S. Cardullo, Agent
 PUERTA DE TIERRA, PR.....Pelayo 51-La 5 Sal Colls, Agent Phone 3-5996
 SAN FRANCISCO.....450 Harrison St. Douglas 2-5475
 Leon Johnson, Agent
 Marty Breithoff, West Coast Representative
 SAVANNAH.....3 Abercorn St. Adams 3-1728
 E. B. McAuley, Acting Agent
 SEATTLE.....2505 1st Ave. Elliott 4334
 Jeff Gillette, Agent
 TAMPA.....1809-1811 N. Franklin St. Phone 2-1823
 Tom Banning, Agent

WILMINGTON, Calif.....505 Marine Ave. Terminal 4-2374
 Reed Humphries, Agent
 HEADQUARTERS.....675 4th Ave., Bklyn. Paul Hall
 SECRETARY-TREASURER
 ASST. SECRETARY-TREASURERS
 J. Algina, Deck C. Simmons, Joint
 J. Volpian, Eng. W. Hall, Joint
 E. Mooney, Std. R. Matthews, Joint

SUP
 HONOLULU.....16 Merchant St. Phone 5-8777
 PORTLAND.....211 SW Clay St. Capital 3-4336
 RICHMOND, CALIF. 510 Macdonald Ave. Beacon 2-0925
 BEacon 2-0925
 SAN FRANCISCO.....450 Harrison St. Douglas 2-8363
 Douglas 2-8363
 SEATTLE.....2505 1st Ave. Main 6290
 Main 6290
 WILMINGTON.....505 Marine Ave. Terminal 4-3131
 Terminal 4-3131
 NEW YORK.....675 4th Ave., Brooklyn HYacinth 9-6165
 HYacinth 9-6165

Canadian District
 HALIFAX, N.S.....120 1/2 Hollis St. Phone: 3-8911
 Phone: 3-8911
 MONTREAL.....634 St. James St. West Plateau 8161
 Plateau 8161
 FORT WILLIAM.....130 Simpson St. Ontario Phone: 3-3221
 Phone: 3-3221

PORT COLBORNE.....103 Durham St. Ontario Phone: 5591
 Phone: 5591
 TORONTO, Ontario.....272 King St. E. Empire 4-5719
 Empire 4-5719
 VICTORIA, BC.....617 1/2 Cormorant St. Empire 4531
 Empire 4531
 VANCOUVER, BC.....298 Main St. Pacific 3468
 Pacific 3468
 SYDNEY, NS.....304 Charlotte St. Phone 6346
 Phone 6346
 BAGOTVILLE, Quebec.....20 Elgin St. Phone: 545
 Phone: 545
 THOROLD, Ontario.....52 St. Davids St. Canal 7-3202
 Canal 7-3202
 QUEBEC.....83 St. Pierre St. Quebec Phone: 3-1569
 Phone: 3-1569
 SAINT JOHN, NB.....85 Germain St. Phone: 2-5232
 Phone: 2-5232

Great Lakes District
 ALPENA.....1215 N. Second Ave. Phone: 713-J
 Phone: 713-J
 BUFFALO, NY.....180 Main St. Phone: Cleveland 7391
 Phone: Cleveland 7391
 CLEVELAND.....734 Lakeside Ave., NE Phone: Main 1-0147
 Phone: Main 1-0147
 DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6857
 Woodward 1-6857
 DULUTH.....531 W. Michigan St. Phone: Randolph 2-4110
 Phone: Randolph 2-4110
 SOUTH CHICAGO.....3261 E. 92nd St. Phone: Essex 5-9416
 Phone: Essex 5-9416

Be Sure To Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever Union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

World Eyes Suez Fate As Egypt Seizes Canal

Representatives of two dozen major nations, give or take a couple, sat down yesterday in London at a fateful international conference which will have important effects on Seafarers and all seamen everywhere. The conference was called in an effort to set up international regulation of the Suez Canal and permit the free passage of ships of all nations. It is an outgrowth of Egypt's seizure of the Suez Canal properties.

As water passages go, Suez is easily the most important in the world. An average of 45 ships a day pass through the 105 mile waterway, most of them tankers. In addition to oil, Suez is a major transit for chrome, copper, tin, rubber, lac and many other products which are vital to the economy of the United States and its allies in Western Europe.

Consequently when the Egyptians seized the canal there was a great outcry, particularly in England and France which rely almost completely on the oil flow from the Persian Gulf. Egyptian funds were frozen by the US, British and French. British naval units and paratroops started moving and for a while it was feared that open fighting would erupt. Adding to the alarm was the fact that Egypt's government has been cuddling up closely with the Soviet Union and other Communist regimes.

Effect On Jobs

Looking at it purely from the shipping viewpoint, any closing of the canal would have an immediate effect on shipping patterns and on Seafarers' jobs. At present a supertanker running from the US East Coast to the Persian Gulf and back figures about 45 days for the run—approximately 9,000 miles each way. Taking the long way around Africa would add at least 15 days extra and 6,300 miles to the round trip voyage. For a T-2, the added time would be about two days more.

Putting it another way, it would take a minimum of three tankers to do the work of two now on the Persian Gulf run. At present, the US has 490 tankers under the American flag. Most of these of course are on coastwise and nearby foreign runs. The US Maritime Administration has a limited re-

How Suez Dispute Developed

Egypt had asked the West for hundreds of millions in aid to build a huge dam on the Nile. The Soviet Union then jumped in and said they would give more aid than the West.

Western countries, including the US, cooled off on the dam plan because Egypt was getting arms and Communist technicians from Russia and was also supporting anti-western moves in other countries.

When the US, Britain and France announced they would not help Egypt build the dam, the Egyptians seized the properties of the Suez Canal company, saying they would use the money from the Canal for the dam project. The company is owned by the British government and British and French stockholders.

The US, Britain and France froze Egypt's cash holdings and other assets and called for international control of the canal to assure its uninterrupted operation. A conference was called for this purpose, beginning yesterday in London.

If the Egyptians fail to agree, the Western countries will probably cut off all aid and boycott Egyptian trade. Closing of the canal would likely follow such a Western move.

serve of 39 tankers which could be pressed into service, creating a temporary shipping boom. The Navy has already requested 17 for its own needs.

However, the long run effect of the Suez closing would be to put US tankers at a serious competitive disadvantage, since the additional time ships would be out would widen the cost difference between US and runaway flag ships. That would tend to encourage operators to place more ships under runaway flags.

Effects ashore of new tanker routing would be serious. At present, about 1,200,000 barrels of oil are loaded daily at Red Sea and Persian Gulf ports for shipment to Europe and the United States.

While tankers and oil are the most important part of the picture, freight movements would also be drastically affected. A Liberty ship with a load of grain for Bombay coming off an East Coast port would have to figure another 18 days' steaming time.

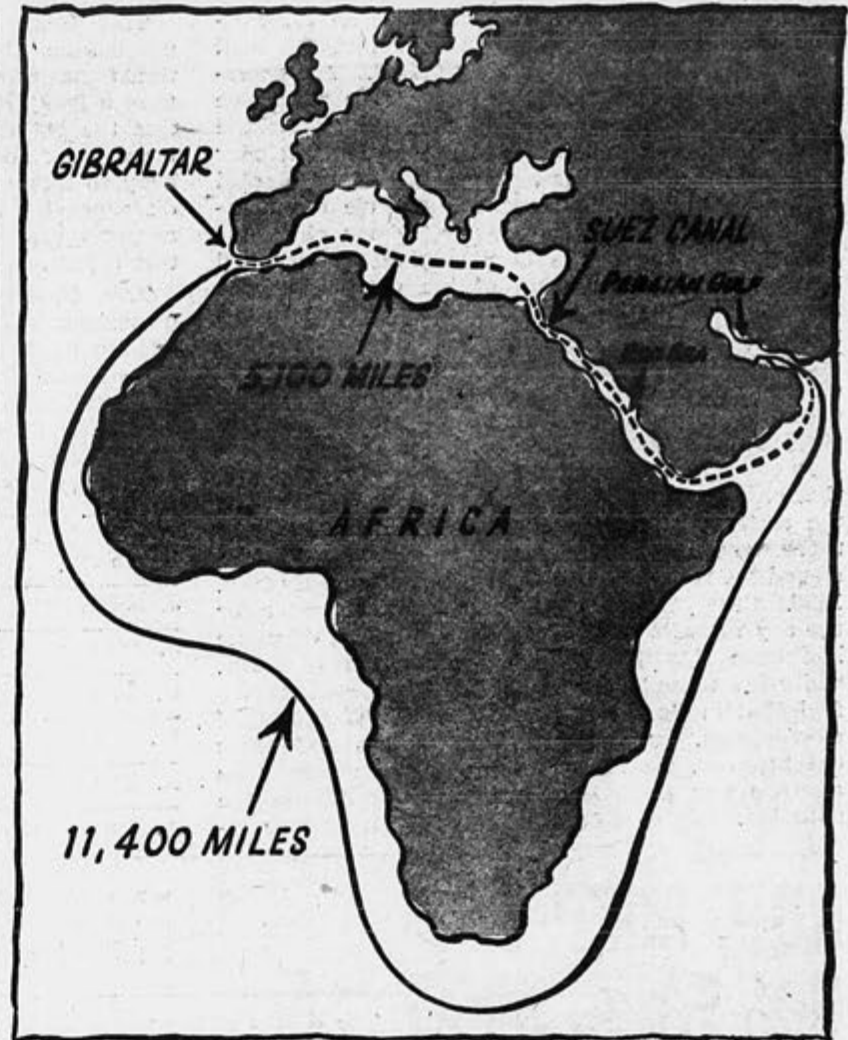
Of course, the Egyptian Government has not yet interrupted traf-

fic in the canal. Indications are that the Egyptians are as anxious as everyone else to keep the canal open because Egypt needs the \$40 million a year in net revenue that the canal tolls produce. What worries the maritime nations of the world is that discrimination will be exercised against certain ships and certain countries.

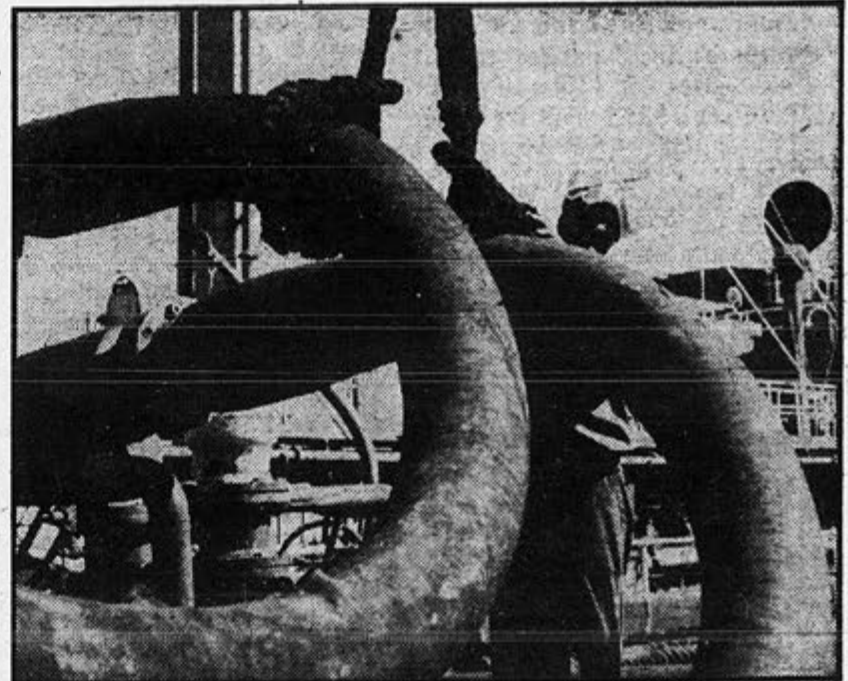
Even before Egypt took control of the canal away from the Suez Canal Company, the government had discriminated against certain ships. All Israeli flag vessels were automatically barred from transit, as well as US ships and others who serviced Israeli ports. It's been reported that one small tramp operator even had to change the ownership of his vessel and its name because it had stopped at Haifa on a previous voyage.

If this could go on while the Suez Canal Company still retained the waterway, western nations are fearful of severe restrictions in the future on their ships, if their policies do not agree with Egypt's.

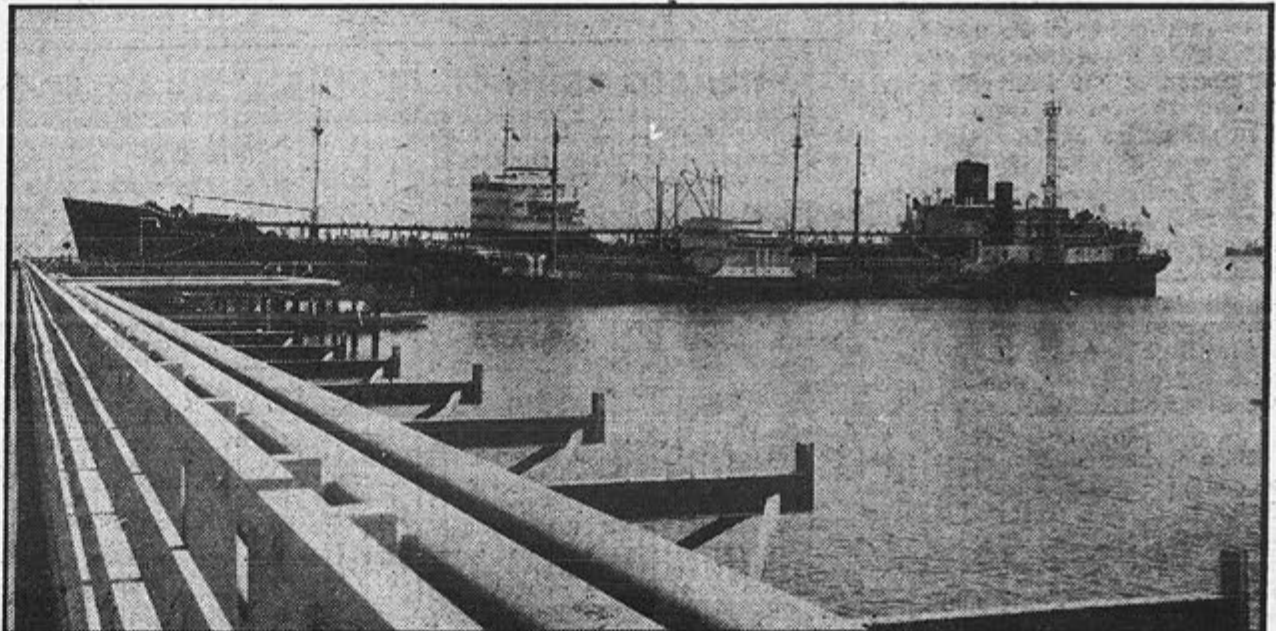
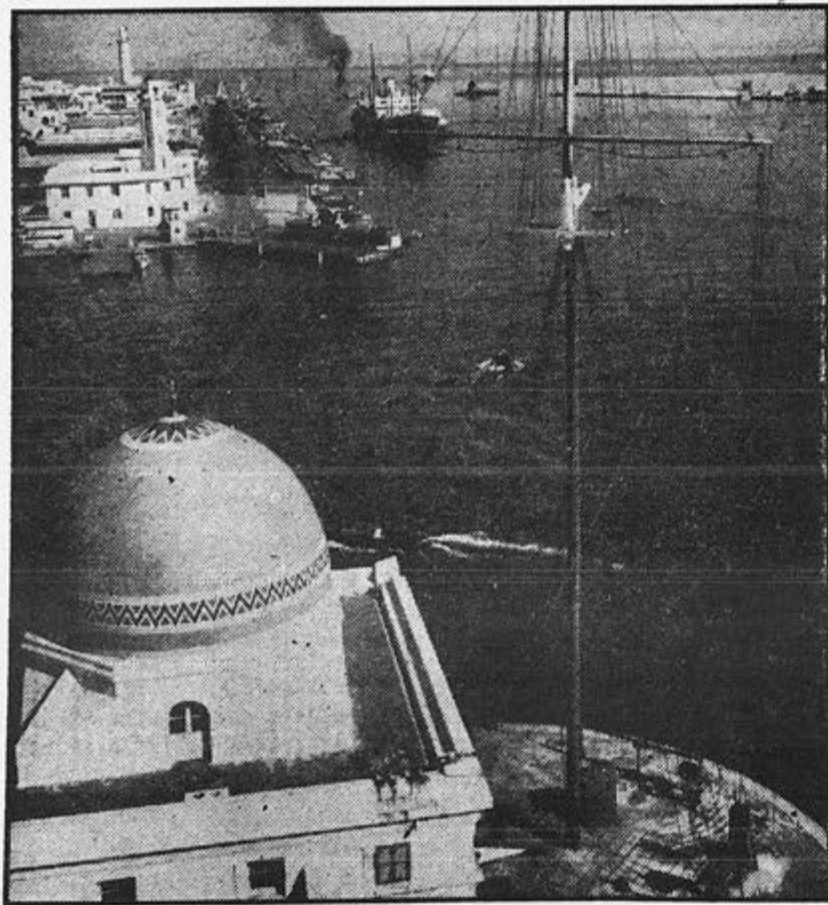
At present there is guarded optimism that some kind of understanding can be worked out to keep the canal open to all comers. Ship-owners say they haven't planned any shifts in operations yet, but they are keeping their fingers crossed along with the rest of the world.



Map shows how ship coming from mid-point of Persian Gulf reaches Gibraltar via canal after about 5,100 miles of travel; around Africa adds over 6,000 miles to journey.



Arab oil terminal hand rigs hoses for loading oil aboard tanker (rear) at Ras Tanura. Over 1 million barrels of oil are loaded daily at Red Sea and Persian Gulf for shipment to Europe and the United States.



Two tankers are shown at one side of T-shaped pier at Ras Tanura. Other half of T cross-bar (not shown) can handle two more ships. At left is view of harbor of Port Said, Mediterranean terminus of Suez Canal ships.