

# GULF PORTS GET HEALTH CENTERS

—Story On Page 3

# MTD Key To Sea Unity—Meany

—Story On Page 3



**Good News.** Page one proof from the last LOG with Robin Sherwood vote draws happy grin from Robin Gray crewman Nick Wuchina. Robin Gray men voted SIU 24-3 later that day. Two other Robin ships voted SIU since then. (Story on Page 2.)



## Lauds MTD Unity Role

Addressing the Maritime Trades Department convention in Atlantic City, AFL-CIO President George Meany stressed the value of MTD as the "one place . . . in the AFL-CIO trade union structure" for all marine unions in the merged labor movement. Meany spoke in advance of the national AFL-CIO convention which opened yesterday in the New Jersey resort city. On the rostrum with him was SIU-A & G secretary-treasurer Paul Hall who, as MTD president, welcomed Meany and some 60 delegates from 12 AFL-CIO unions. (Story on Page 3.)



**Collide In Fog.** Coast Guard helicopter hovers overhead after a collision in dense fog between the SIU-manned Claiborne (left) and the Liberian vessel Ellin last week about 13 miles downstream from New Orleans. Both ships had damage above the waterline but no injuries were reported. The cause of the collision is not yet clear. The Coast Guard is investigating.

### 300 Papers Compete:

## LOG Wins 4 Prizes In AFL-CIO Contest

—Story on Page 2

# SIU SWEEPS FIRST FOUR ROBIN SHIPS BY 108-13 COUNT

An overwhelming pro-SIU majority has been cast by crewmembers of the first four Robin Line ships to vote in the National Labor Relations Board election in the fleet. Smarting at being forced to work under the National Maritime Union agreement, Seafarers on the ships piled up a total count of 108 votes for the SIU. The NMU drew only 13 votes.

The ship-by-ship totals thus far are: Robin Sherwood; SIU, 25—NMU, 5; Robin Gray; SIU 24,

Voting on the fifth Robin Line ship, the Robin Mowbray, was expected to take place today in New York. The outcome on this ship was in doubt as the NMU had succeeded in getting a number of replacements aboard this vessel in the time since Moore-McCormack had taken over the ships last spring. Three other ships will vote this month.

—NMU, 3; Robin Kirk; SIU, 33—NMU, 0; Robin Locksley, SIU, 26—NMU, 5.

The heavy SIU majorities came in the face of a ceaseless barrage of pro-NMU propaganda to which Seafarers have been subjected over the last four months. Included in the propaganda pitch were personal letters from NMU President Joseph Curran promising full NMU books free of initiation fees and other assorted advantages to Seafarers if they would support the NMU raid in the fleet.

NMU replacements shipped aboard the Robin Line vessels also joined in the pleas, but were told by Seafarers to swap their NMU books for a C-card in the SIU.

With sure defeat staring them in the face, NMU representatives have been raising "objections" after each ship is voted. The "objections" consist of reiterating that the Board was "wrong in ordering the elections in the first instance."

### Early Certification Asked

The SIU has maintained that these "objections" are of no merit since they do not make any specific charges as to the conduct of the election. The SIU is asking for early certification so that it can negotiate with Moore-McCormack, the owners of the Robin Line fleet, for a collective bargaining agreement.

Until the NMU raid, the SIU had enjoyed 17 years of uninterrupted collective bargaining relations with Robin Line, winning an election in the fleet back in 1940 by a 199 to one count after the NMU had been unable then to

muster enough strength to get on the ballot.

The need for a new election developed with the start of an NMU raid on Seafarers' jobs after Robin Line was purchased by Moore-McCormack last spring. The new owners announced then that Robin Line would be operated as a separate division, maintaining service on the South and East African subsidy run. It was also indicated at the time that existing contracts and hiring obligations would be retained.

Not satisfied with this status, the NMU subsequently got the company to place the ships under the NMU contract, disregarding the desires of the crewmembers on the ships involved. The company then forced crewmembers to work under the NMU agreement and started ordering replacements from NMU halls.

The NMU followed up this concession by openly attempting to raid the fleet. Letters were sent out over Curran's signature urging Seafarers to quit their union and come into the NMU. Very heavy pressure was exerted on Seafarers to quit the ships or turn in their union books. The SIU's answer was to file a petition to give crewmembers the right to choose the union they wanted, rather than the union the operators chose.

## Home For Christmas? Not While Raid's On

"I wanted to be home for Christmas this year, but this is more important." That's how Seafarer Nick Wuchina summed up the outlook of the crew of the Robin Gray, which voted 24 to 3 in favor of the SIU two weeks ago. Wuchina is one of the Seafarers who have been riding the Robin Line ships since last June in the fight to repel the National Maritime Union's raid in the fleet.

"When we came into Baltimore this trip," Wuchina said, "my wife came from home to visit me. She would have liked me home too—but she gave me a pep talk instead about sticking to the ship until it's all over."

Wuchina had a brief comment on the NMU's efforts to wheedle and pressure SIU men to drop their SIU affiliations or get off the ship. "It didn't work at all," he said. When the ship came into port, he said, NMU officials would swarm aboard and try to corner a Seafarer and talk up the NMU. "Our guys would just walk away and leave them," he said.

"The NMU men in the crew would peddle the same line. They kept offering us full books in the NMU, but when we told them in return that we would help them get a C-card in the SIU as a fair exchange they quickly dropped the subject." The last trip out, he said, the NMU men were "very quiet."

In addition to the NMU pitch on the ships "Curran sent every crewmember a letter on the ship, and my wife tells me she got a letter addressed to me from the NMU at home." It appears that the NMU was trying to "convert" Seafarers,



All smiles now that the voting results are in, a quartet of crewmembers from the Robin Gray show the boxscore in the Robin Line NLRB vote on their ship shortly after the ballots were counted. Pictured holding the sign while other Seafarers in the NY hall join them (l to r) are Walter Schultz, SUP; A. Bagley, Charles Scofield and F. Nelson. The Gray voted SIU 24-3.

## Bull Injunction Reversed

WASHINGTON—Supreme Court Justice John M. Harlan granted the Bull Steamship Co. a limited stay until December 16 to allow it to try an appeal to the high court over a Circuit Court ruling favorable to the SIU. The Federal Circuit Court of Appeals had upheld the SIU's right to picket by overturning a lower court injunction issued October 1.

The appeals court order also voided a similar injunction against picketing by the Masters, Mates & Pilots and the Marine Engineers Beneficial Association in separate wage disputes with the company. The SIU struck Bull Line last August 19 and the deck and engine officers set up their own picketlines two days later. Company operations resumed after all picketing was banned about six weeks ago.

### Picketing Upheld

In its opinion upholding picketing by the three unions, the three-man appeals tribunal said the original orders by District Court Judge

Walter Bruchhausen "must be set aside" under the Norris-LaGuardia Act of 1932. Federal law bars injunctions against peaceful picketing in a labor dispute.

"No one controverts that this is a peaceful strike," the appeals judges pointed out.

"The mandate of the Norris-LaGuardia Act has been an expression of national policy for many years," the opinion continued. "If this policy is to be changed it should be changed by Congress, and not by judicial legislation or inventiveness."

It was regarded as a complete vindication for the SIU's legal and economic position since the strike began.

Also pending on the legal front is a separate injunction proceeding by Bull Line in New York State Supreme Court, which was postponed during the Union's appeal against the Federal injunction. The company lost its bid for a temporary state injunction in September and then re-petitioned for a permanent anti-strike order. The original petition was also turned down on the grounds of peaceful picketing.

At the same time, the Federal District Court proceeding got underway, and eventually proved successful for the company. Following the first injunction issued by Judge Bruchhausen, SIU pickets were removed from company

installations while the MEBA and MM&P maintained their lines. Bull Line subsequently obtained a Federal order barring picketing by the officers, while an SIU appeal to the Circuit Court was pending. With all pickets banned by court order, Bull Line ships began moving again while all three unions pressed their appeals.

The Circuit Court order, handed down November 21, set a 15-day period during which the lower court's strike bans were to be lifted. Justice Harlan's temporary stay prolonged this period until December 16. Should the Supreme Court refuse to hear the company appeal, the injunction would be lifted shortly afterward. SIU attorneys had attempted to get the Circuit Court to speed up the lifting of the ban before the 15 days ran out today.

### Wage Talk Breakdown

Seafarers began manning the picketlines at the Bull Line's Brooklyn terminal in August following the breakdown of negotiations under the wage reopening clause of the SIU agreement with the company. An impasse was reached after many weeks of talks over SIU demands for parity with the West Coast unions on overtime and penalty pay scales, plus an across-the-board 20 percent wage increase, all retroactive to July 1, 1957.

In separate negotiations under the annual wage reviews provided for in their contracts with Bull, the MM&P and MEBA sought a six percent increase plus additional compensation for the deck and engine officers.

## Log Awarded Four Labor Press Prizes

Continuing a pattern of many years standing, the SEAFARERS LOG was awarded four prizes in the annual journalism contest of the International Labor Press Association. The LOG won a first award

among international publications for the best front page in the news format, and three certificates of merit (second prizes) in the category of general editorial excellence, editorial cartoon and written editorial.

There were five categories in all, with the LOG winning awards in four of the five.

Winner of the top award for general editorial excellence in the international field was the Retail, Wholesale and Department Store Union's publication "The Record." The "Toledo Union Journal," which entered in both the local union and the central labor body categories, won two firsts in each category.

The top editorial cartoon award was won by "Justice," publication

of the International Ladies Garment Workers Union.

Last year, under slightly different rules, the LOG won six awards, a first prize for the best cartoon, a second prize for general editorial excellence, a second for best front page, a third for best editorial and honorable mention for best feature article. There were no third prizes or honorable mentions this year.

In 1955 and 1953, the LOG took the top "editorial excellence award." It has placed first or second for this award in four of the last five years.

Judging was done by members of the faculty of the Columbia University Graduate School of Journalism. More than 300 national, local and central labor body publications were entered.

## 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:

- December 11
- December 26
- January 8
- January 22

## SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer

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## MTD Convention Actions

The following are some of the major actions approved by delegates to the MTD convention:

- A coordinated organizing effort on the Great Lakes and St. Lawrence Seaway.
- A demand for a union voice in long-range maritime planning.
- Support of fish and cannery unions against cheap imports.
- Abolition of MSTs-operated commercial ships.
- Support of "50-50", Public Health Hospitals.
- Denunciation of anti-union "right-to-work" laws.
- Denunciation of transfers.
- Demand for full legal recognition for maritime hiring halls.
- Support of Canadian SIU strike.

Full details will be carried in the next issue of the SEAFARERS LOG.

# Extend SIU Health Center Facilities To Mobile, N'Orleans

MOBILE—Two temporary no-cost medical facilities to serve Seafarers and their families in the Gulf began operating here and in New Orleans during the past two weeks under the first seamen's medical program in maritime.

Both were in full swing by the end of this week to provide complete medical

examinations and diagnostic services similar to those offered at the SIU medical center in New York since last April. All three facilities are maintained by the Seafarers Welfare Plan Medical Department. The purpose of the program is to prevent illness, or detect ailments before they reach the serious stage.

The temporary medical programs here and in New Orleans were set up under contract arrangements with established facilities in both cities until permanent centers can be set up. In the interim, SIU men and their families will have full use of the facilities.

Exams are now available at fully-equipped private clinics that offer head-to-toe physical check-ups, plus complete laboratory, x-ray and cardiograph services. The operation began in New Orleans last week and in Mobile this past Monday.

Similar arrangements on a temporary basis are expected to be instituted shortly in Baltimore, under the SIU medical center program first proposed last year. Four permanent installations were planned under this program, and the first of these, one block from the SIU headquarters hall in Brooklyn, has been in operation over six months.

At the present time, until the kinks can be worked out, exams are being given to Seafarers only. However, it is likely that by the end of this month wives, children and dependent parents of SIU men will find the facilities available to them at least one day a week. The family aspects of the medical program first went into effect in New York two months ago, after the

center had been open for some time previously.

In New Orleans, exams are being given at the clinic headed by Dr. Arthur N. Houston, at 912 Union Street. The Mobile facility for Seafarers is maintained by Dr. Arthur Amendola and Dr. Andrew Henderson at 259 St. Francis Street. Each center is only minutes away from the SIU hall in that city.

Appointments for examinations are arranged through the SIU Welfare Services Department in each port, often on the same day an exam is desired. The results are available the day following the exam. In cases where actual treatment is necessary, the Seafarers are referred to private physicians or the US Public Health Service facilities in each port. The USPHS now has only an outpatient clinic here in Mobile. All hospitalization cases are referred to the New Orleans PHS hospital.

The Seafarers Welfare Plan Medical Department is headed by Dr. Joseph B. Logue, medical director, from the SIU medical center in Brooklyn at Third Avenue and 21st Street.

## Meany Calls MTD Best Vehicle For M'time Unity

ATLANTIC CITY—AFL-CIO President George Meany said he would like to see the AFL-CIO Maritime Trades Department serve as the vehicle of unity for all of maritime, in an address at the Department's convention last Tuesday. Meany declared that all marine unions belong in the Maritime Trades where they can best achieve their objectives.

The Department also heard SIU Secretary-Treasurer Paul Hall, who is president of the MTD, declare that the maritime trades had a glowing future on the Great Lakes and the Seaway where an estimated 25,000 new jobs will be created. He placed stress on coordinated organizing by member unions of the Department as the best way to achieve growth.

The MTD convention, first since the merger of the AFL-CIO, reflected the continuing growth of the Department. Sixty delegates were present representing 12 international unions with a total membership of 200,000 in the maritime industry. Three of these international unions, the Marine Engineers Beneficial Association, the American Federation of Technical Engineers and the International Brotherhood of Boilermakers, had joined MTD in the past two years. The newcomers received a warm welcome from the convention.

In his address, Meany touched on the dispute between the SIU and the National Maritime Union over American Coal and other issues. Referring to meetings he had held with representatives of the two unions on the subject, he said, "The attitude of Paul Hall has been constructive, no question about it. He will fight for what he thinks is right and he will fight for his own—the same as we all will. But I want to say that at these meetings he had been prepared to make concessions in the interests of harmony."

### All Unions Should Belong

"Some concessions have been made by the other side. But up to the present time we have been unsuccessful in bringing about the type of atmosphere that can weld all these maritime unions into the one place that they belong in the AFL-CIO trade union structure—and that is in a department chartered by the AFL-CIO which is this particular department."

Referring to a recent meeting held with Hall and Curran on the American Coal dispute, Meany said, "I talked with Paul only as late as last week and I had a conference with him and Joe Curran. I do not say we made a great deal of progress. I think we agreed at least on what the problem is and I think we agreed on some things we should not do."

"We have at least agreed that we will try before these trials arise,



AFL-CIO president George Meany stressed vital role of MTD for marine unity as he spoke to MTD convention.

or when they do arise, before action is taken to see if we cannot get together and get some kind of agreement in the maritime field that will prevent the situation from getting any worse."

Turning to the problems facing

the AFL-CIO, Meany declared that if the movement is to go forward it must be free of outside controls, whether those of employers, politicians, Government or racketeers. Unions dedicated to bread and butter trade union issues, as they should be, cannot function properly if racketeering exists in any section of the labor movement, he said. He pointed out that they face adverse reaction in Labor Board elections, in legislation and in world-wide Communist propaganda. Consequently, the only action the Federation can take is to expel unions in which racket elements have a foothold.

Answering critics of the expulsion tactic, he declared that longshoremen in the AFL-ousted International Longshoremen's Association were better off today than before expulsion. Their leaders, he said, had to deliver because they were under pressure by the AFL action and by opposition groups such as the International Brotherhood of Longshoremen. The net effect has been beneficial.

In his opening remarks to the delegates, Hall welcomed the three

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## FMB May Reclaim Coal Ships

WASHINGTON—The prospect loomed this week that American Coal Shipping may become a one-ship fleet in the not too distant future. The Federal Maritime Board is taking steps to have the Casimir Pulaski returned to the reserve fleet on the ground that conditions "do not exist" to justify continuing its charter for another year.

The action taken against the Pulaski, the first US ship delivered to the company, indicates that similar steps will follow against the other five Government-owned ships.

The FMB actually issued a temporary finding relating to the Pulaski and eight other Government-owned ships operated by various steamship companies. The provisions of the temporary finding allow the operators to request a hearing and file objections to the Board's proposed action.

### Burden On Operators

However, Washington observers reported that the FMB approach was a new one in that it puts the burden of proof for justifying continuation of charters on the operator himself. Previously, the FMB findings were that "conditions do exist" for continuing charters, and any objections usually came from tramp ship operators who had to prove that Government ships were unfair competition. The new ap-

proach indicates that the Board will refuse to renew all charters from now on as they expire.

Whatever the Board's decision, the economic squeeze in the form of shrinking coal cargoes has caused the lay-up of five of the six Government-owned ships operated by ACS. The sixth ship, the Thomas Paine, is scheduled to lay up when it returns from its present voyage as it has no further charter at the moment.

Still operating is the company-owned Coal Miner which has not carried any coal in several months. It is presently on a grain run. Ships in lay-up at the present moment are the Harry Glucksman, Cleveland Abbe, Martha Berry, Walter Hines Page and the Pulaski. Some of them have been inactive for more than two months.

### Charges Processed

In the interim, the processing of SIU unfair labor practice charges against the company is still going forward. National Labor Relations Board examiners began looking into the charges several weeks ago.

They cover company discrimination against hiring Seafarers and the firing of SIU men who subsequently obtained jobs on the coal ships under a court-ordered seniority hiring procedure.

Formed as a joint venture of coal-hauling railroads and the United Mine Workers to expedite coal exports to Europe, ACS got Federal Maritime Board approval to charter 30 reserve fleet Liberties in October, 1956. Earlier, following its original 30-ship request, it indicated that it might ask for 50 more.

However, following the reactivation of the first six ships, the Government ordered a halt to further breakouts because of the company's labor policies. Then as coal rates began falling off, the company sought to move tramp cargoes on some of its ships, despite the terms of the original charters authorizing the hauling of coal only. Its request this fall for authority to carry scrap cargoes met sharp opposition from both tramp and berth operators.

## Blacklist Stirs NMU Opposition

Long-simmering discontent among members of the National Maritime Union over the blacklist scheme formalized by the union with the American Merchant Marine Institute last spring has now reached a climax with the formation of an opposition group to the NMU administration.

The campaign by the opposition is centered against a series of 17 constitutional amendments now being voted on by NMU members. It has been greeted by a typically hysterical outburst by NMU president Joseph Curran and other NMU officials. In the Nov. 21st "Pilot" Curran referred to the opposition group as "termites" and "nameless and gutless characters" operating a "racket." Other signed statements took the same tack.

Curran's last use of the "gutless" label backfired in helping to destroy a 20-year alliance between the NMU and the Marine Engineers Beneficial Association.

The rank and filers are voicing their opposition primarily through a four-page tabloid-size "NMU Convention Delegate Committee News" published in St. Louis, which solicits membership beefs and contributions to a post office box address in Houston, Texas. The publication appeared shortly before a month-long referendum on the amendments got underway.

Opposition to the amendments centers on the proposals to extend the period between NMU conven-

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**It Must Be A Fish Story**



SIU dispatcher Scotty Aubusson (left) appears to be spinning a tall one about "the big one that got away" for NY port agent William Mulcahy (center) and secretary-treasurer Victor Turpin, both of the SIU-affiliated Atlantic Fishermen's Union. The two officials visited SIU headquarters last week.

**SUP Vote Starts; 50 Seeking Office**

SAN FRANCISCO—Voting is underway among members of the Sailors Union of the Pacific in their annual election of union officials. Although over 170 members were nominated for the 17 positions, only 50 had the seetime and other requirements necessary to run for office.

Six of the 50 candidates are unopposed for office. They are Morris Weisberger, who is running for the position of secretary-treasurer; Harry Johnson for assistant secretary; Joe Pohorence for San Francisco dispatcher; Ed Coester for Seattle agent; Gordon Ellis for Wilmington agent and William Armstrong for New York agent.

The other positions to be filled are patrolmen in San Francisco, Seattle, Wilmington and New York; and agents in Portland and Honolulu. Heaviest competition appeared in the race for Portland patrolman where nine candidates are contesting for the position, and for Wilmington patrolman with seven members on the ballot. In addition to the election of patrolmen and agents, five SUP building corporation trustees will also be elected by the membership.

Several members who held official positions last year and were nominated again decided not to run for another term. Among them, were Ragnvald Johansen, Seattle agent; R. G. Anderson, Wilmington agent; Carl Christiansen, Honolulu agent and Al Maniscalco, San Francisco patrolman.

Although this is the first time

**Send Documents On Baby Benefit**

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

Weisberger is running for the position of secretary-treasurer, he was unopposed when chosen for that position to fill out the term of Harry Lundeberg who died last January. Weisberger was chosen under the SUP constitution, which calls for the headquarters membership to nominate and elect any qualified member to fill official vacancies that occur during the year.

**Lakes SIU Confident Of Win In Vote**

DETROIT—Members of the SIU Great Lakes District are awaiting action by the National Labor Relations Board which they expect will lead to the certification of the union in the Tomlinson Fleet. A collective bargaining election was held in the fleet recently, but the Labor Board has impounded the ballots for the time being as a result of unfair practice charges by a local union of the Steelworkers.

The Great Lakes District won quick action on its bid for an election in October when the crew of the Ball Brothers, one of the Tomlinson fleet, walked off their ship in protests against company stalling of the vote. The operator then quickly agreed to remove roadblocks to an election.

The District is confident that it has won an ample majority of crewmembers in the non-union fleet, pointing to the objections raised by the Steelworkers as a virtual concession of an SIU Great Lakes victory.

It now remains for the NLRB to dispose of the charges.

The Tomlinson fleet had been the target of a previous campaign by the steel local in 1955, but it was defeated at that time.



**DON'T SKIN YOURSELF ALIVE!**

Nobody would knowingly dip their hands in a barrel-full of lye. But sometimes boiler compound on ships is used for jobs for which it was never intended.

For instance, when there's a tough soogee job to do, the temptation becomes strong to short-cut it by substituting boiler compound for old-fashioned soap and hot water. The Seafarer who yields to that temptation is likely to spend a few weeks in the hospital growing a new layer of skin for his hands.

Boiler compound, being extremely caustic, belongs in only one place—in the boiler where it dissolves scale instead of skin.

In the long run, soap and water can do the same job, and as the admen say, "It's kind and gentle to the hands."



**An SIU Ship is a Safe Ship**

## INQUIRING SEAFARER

QUESTION: How do you think the SIU shipboard safety program is progressing and what suggestions do you have? (Asked of Seafarers in the Baltimore hall.)

**Dan Cherry, 2nd electrician:** The program is moving along, but you can never do too much. One of the things I'd suggest, in my department, is to take the resistors for the winches off the deck and put them in the house. A little bit of moisture or even a bug can put them out of shape at the worst time.



**William Nickel, messman:** Every department has a job to do on safety, but you often can't get the officers to understand what's important in the galley and mess-room. In heavy seas you've got to keep the mess decks dry and all gear secured or you're in trouble. You can have plenty of injuries just from loose chairs when the ship is rolling.



**Donald Coburn, FWT:** We always run into trouble on tankers over the pumproom grating. Moisture and rust corrodes the grating and before you know it's falling apart. The trouble is they wait to replace it until it's bad in 3-4 places. We had a casualty on my last ship when a man fell from there.



**Roy Lundquist, bosun:** Safety precautions are not taken seriously enough, and that goes for the officers too. The program needs more of a push so everybody will understand what's needed. Sure, boat drills are a pain, but neglecting them doesn't do anybody any good. When the chips are down, everybody has to know his job.



**Graham M. Bowdre, electrician:** If it can improve one item each trip, that's progress. A ship's as safe as the old man wants it to be; if he sees to it the crew knows its regular jobs as well as its emergency duties, and that gear is replaced or repaired when needed, there's no problem. Knowing what to do for each kind of fire is very important.



## AFL-CIO Convention Underway

ATLANTIC CITY, NJ—The two-year-old AFL-CIO opened its second convention here in Convention Hall yesterday. The Federation was formed December 5, 1955, ending a 21-year split in the ranks of American labor.

AFL-CIO President George Meany said that the delegates to the convention may "look with pride at the accomplishments of two years" and look forward to the challenges of the future. The purpose of the convention will be to discuss and decide many problems now facing the nation's trade unions, from internal housecleaning to international situations.

One of the big issues facing the 1,200 delegates to the convention will be the possible expulsion of four member unions, the International Brotherhood of Teamsters, the Bakery and Confectionery Workers, the Distillery, Rectifying and Wine Workers and the Laundry Workers International Union. These unions had been suspended for failure to comply with the Federation's directives to restrain their operations.

A last minute move is underway to prevent the expulsion of the Teamsters, the largest single union within the Federation. The move came just 24 hours before the scheduled ouster.

The convention will hear a direct appeal from two factions of the Distillery Workers union after a near riot broke up their convention. The trouble began when union monitor Peter McGavin announced to the convention that voting would be by secret ballot and by delegate strength. Former officers of the union stormed the platform and disrupted the meeting, which then split into two camps.

Another big problem facing the convention will be the growing trend of "right-to-work" laws. The delegates will probably try for a more unified approach to stem these laws on both a national and statewide level.

# Int'l Labor Widens Ban On Struck Canada Ships

MONTREAL—A tightening ring of international labor cooperation is putting increasing pressure on the government-owned Canadian National Steamships, Ltd., to bargain with the SIU Canadian District. Efforts by the company to recruit strikebreakers for the ships and effect their transfer to the flag of Trinidad have been thwarted as unions all around the globe have rallied to the strikers' cause.

The latest groups to offer formal support to the strikers are the powerful International Confederation of Free Trade Unions and the British Trades Union Congress. Previously the strikers had pledges of aid from the Canadian Labor Congress, the International Transportworkers Federation and from the Trinidad seamen's union, as well as from the SIU of North America and its affiliates.

The five Canadian National ships that left this port one night with skeleton crews of officers aboard have gotten as far as Halifax where they have again tied up with the three other vessels in the fleet. Previous efforts to recruit West Indian seamen for the ships had failed.

### Protest Transfers

In its pledge of support, the ICFTU, through general secretary J. N. Oldenbroek, said that his organization "protests in the strongest terms the decision to transfer the vessels' registry." The message to the Canadian Minister of Labor added that the world labor organization fully supported the earlier stand taken by the International Transportworkers Federation of which the SIU is a member. "This includes any international action necessary," the message said.

### British Boycott

The Trades Union Congress of Britain announced that it would instruct its member unions not to supply crews to the struck ships. The company greeted this announcement with the complaint that the action would "injure the ability of the company" to continue its service. Previously, eight British engineers who had been imported to work the ships refused to go aboard when they discovered on arriving in Canada that the ships were struck.

The company attempted to break the four-month-old strike of Canadian Seafarers by transferring its

ships after union members rejected a 15-percent two-stage wage offer. The Canadian District, in negotiations that began more than a year ago, had asked for a 30 percent increase over the existing scale of

\$204 a month for ABs, to bring the ships up to standard. Subsequently, the union reduced its demands to 20 percent and struck the ships on July 4th when this offer was turned down.

## Eng's Vote On Merger; MEBA At MTD Conclave

Members of the SIU-affiliated Brotherhood of Marine Engineers and the Marine Engineers Beneficial Association began voting on a proposed merger plan this week, while MEBA representatives attended their first AFL-CIO Maritime Trades Department convention in Atlantic City.

The MEBA application for MTD affiliation was revealed ten days ago, soon after a joint BME-MEBA committee reached agreement for a merger by January 1, 1960. A trial period leading toward the final merger will go into effect following ratification of the interim plan by members of both unions.

### Affiliation Bid Significant

Announcement of the MEBA bid for affiliation was hailed as "highly significant" by MTD president Paul Hall "because it represents the first time, since the AFL-CIO merger, that a former CIO maritime union has moved to join the MTD." He pointed to this as "concrete evidence that close cooperation and mutual assistance are possible among maritime unions within the framework of the merged labor movement."

Maritime labor unity, within the AFL-CIO, has now progressed to the point where only two US maritime unions still remain outside the MTD, Hall added.

The application on behalf of the 10,000-member engineers union was forwarded from MEBA headquarters in Washington by union president Herbert L. Daggett.

Meanwhile, in separate action, MEBA engineers began voting in

a 90-day referendum on the proposed merger with the BME. A 60-day referendum by the BME on the same issue also got underway December 1, and was coupled with a vote on a proposed BME constitution.

The BME also announced the receipt of a "provisional charter as a division of the National MEBA" and the provisional appointment of its president, Raymond McKay, as a member of the MEBA executive committee and the subcommittee of the MEBA executive committee. The two committees are the MEBA's policy-making bodies between its annual conventions.

McKay's appointment is contingent on the outcome of the referendum balloting in both unions on the merger plan. Final merger in 1960 will be subject to membership approval at that time.

The merger terms were hammered out at a series of meetings held in Tampa in the wake of a BME-MEBA no-raiding pact signed a year ago.

### Retain Autonomy

During the trial period, both unions "will retain their identity and autonomy, with the BME affiliating with the MEBA as an autonomous division, and retaining its ties with the SIU of North America," according to the merger plan announcement. BME has been operating under an SIUNA charter since May, 1949. The plan envisages mutual benefits for members of both organizations through close cooperation on contract negotiations, organizing and other activities.

The signing of last year's no-raiding pact ended a seven-year split between the two unions. It was agreed on after the MEBA announced the end of a close alliance of 20 years' standing with the National Maritime Union and the so-called "AFL-CIO Maritime Committee." The break with the NMU came after the NMU refused to support the MEBA and the Masters, Mates & Pilots against the United Mine Workers District 50 in the American Coal beef.

## Diver Finds 'Bounty' Of Mutiny Fame

A skin diver has reported finding the burial place of the famous vessel *Bounty*, which had been scuttled by mutineers 167 years ago off Pitcairn Island in the Pacific Ocean.

Luis Marden, skin diver and undersea photographer, said he found the grave of the ship in 30 feet of water in the turbulent waters of Bounty Bay. Marden, aided by two Pitcairn natives, found dozens of sheathing nails, some hull fittings, an oarlock and fragments of copper sheathing, all heavily covered with lime, scattered around the bay bottom.

The mutiny on the *Bounty* is one of the most famous in maritime history. The ship had started a voyage from England to the Pacific in 1787 under the command of Captain William Bligh, the prototype of the "bucko" skipper. Harsh discipline spread discontent among the crew. A mutiny broke out and the captain and 18 loyal crewmembers were forced into an open boat in mid-ocean.

Good to his oath to see them "hanged from the highest yardarm" in the British navy, Bligh sailed the boat some 4,000 miles to the Timor Archipelago, and later to Tahiti where he attended the trial of some of the mutineers. But part of the crew, including Fletcher Christian, the leader of the mutiny, escaped with the ship to Pitcairn Island where Christian ordered her scuttled to conceal their place of exile.

## Speaking Out To Membership



Seafarer Seldon Manard takes the mike at headquarters membership meeting to discuss matter before membership.

## Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. The Union cannot accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co.

# Hit Anti-Union Pitch Of Daily Newspapers

NEW ORLEANS—Railway Clerks President George Harrison has dared the nation's editors to stop slanting news in favor of business and to make an honest effort at objectivity in the treatment of labor news.

Speaking before the convention of the Associated Press Managing Editors Association, Harrison charged that some editors deliberately go out of their way to slant news to make labor appear the greater abuser of power, but neglect to find anything worthwhile in stories concerning business misdeeds.

All labor wants, he said, is a fair shake. "I say that the newspapers have failed to point out that the dishonesty and racketeering revealed before the McClellan Committee have involved just as many businessmen as labor leaders—for every labor man who took a bribe or kickback there was a businessman who gave it."

There are some very obvious reasons for the "special" treatment given to big business, he said. "Probably it was unfortunate that the first big witness to tell of wrongdoing on the business side came from Sears Roebuck. Sears, I'm told, is a pretty big advertiser. Whatever the reason the committee hearings suddenly stopped being front page news in many newspapers."

As to the editors' contentions that labor news was "juicy," Harrison recalled the story about the General Electric salesman in New York who were providing "call girls" to big appliance buyers. "That could have been developed into a real story, but somehow it slipped by most papers, and the ones which did run it put a 'boys will be boys' sort of label on it."

"I contrast this with the treat-

ment given the Teamsters on the Portland and Seattle stories," he said.

There were some \$500 million embezzled by businessmen last year alone, Harrison contended. "Certainly, there must be many a 'juicy' story there," he suggested.

## Seafarers In Action

The crew of the SS Del Viento has been highly commended by the captain and the chief engineer for their fine work during the last trip,

according to Bob Spears, ship's delegate. The captain gave special praise to the deck gang for giving the vessel a thorough cleaning, both inside and outside. He said he would be proud to have the crew stay aboard for another trip.

The attempt to cut down on the PHS hospitals has been the subject of much conversation at recent ships' meetings. Seafarers on the Chiwawa adopted a resolution to give the Union's officials all the moral, financial and physical support necessary to fight to retain the marine hospitals at their full strength.

After stressing the need of these hospitals for merchant seamen, brother W. A. Tatum, ship's delegate, urged the members to write their Congressmen to block any "economy" moves in that area.

The crew of the Warrior also announced that they would send letters and messages to the officials mentioned in the SEAFARERS LOG concerning recommendations to close the PHS hospitals.

Another "good ship" report came from John Wells of the SS Hastings. Outside of a few hours disputed OT, all of the departments had the same report . . . no beefs, everything running smooth. "This is the last meeting of the trip," Wells said, "and it has been a good one. Every member did his job as it was supposed to be done. There were no foul-ups, for we had a good crew. The delegates, B. Winborne in the deck department, K. Smith in the engine, and W. Burten in the galley, all did a fine job in keeping a smooth running ship."

Job activity in terms of the three seniority groups showed a rise only in the case of class C shipping, which accounted for 5 percent of the jobs shipped. The class A proportion remained as is, while class B dropped to 24 percent of the total. All of the class C jobs were handled by seven ports, none of them, as in the last period, on the West Coast.

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

### 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.

# Shipping Round-Up & Forecast

November 13 Through November 26

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	14	6	6	3	3	0	23	9	32
New York	70	12	52	28	58	9	180	49	229
Philadelphia	11	4	16	3	17	4	44	11	55
Baltimore	56	21	56	25	51	20	163	66	229
Norfolk	15	6	10	5	6	6	31	17	48
Savannah	8	1	3	4	4	1	15	6	21
Tampa	5	2	3	2	16	3	24	7	31
Mobile	28	2	25	7	21	3	74	12	86
New Orleans	53	10	46	11	57	18	156	39	195
Lake Charles	12	12	12	9	3	3	27	24	51
Houston	31	14	18	9	15	6	64	29	93
Wilmington	15	7	18	12	17	8	50	27	77
San Francisco	31	11	15	12	14	5	60	28	88
Seattle	21	14	17	13	11	10	49	37	86
<b>Total</b>	<b>370</b>	<b>122</b>	<b>297</b>	<b>143</b>	<b>293</b>	<b>96</b>	<b>960</b>	<b>361</b>	<b>1321</b>

Port	Shipped									Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B	Stew. C				
Boston	9	2	0	8	1	0	0	1	0	17	4	0	21
New York	44	7	9	37	15	8	41	6	5	122	28	22	172
Philadelphia	23	1	0	22	3	3	18	3	0	63	7	3	73
Baltimore	52	15	2	43	18	6	28	10	2	123	43	10	176
Norfolk	2	3	0	0	3	0	1	4	0	3	10	0	13
Savannah	0	1	0	4	0	0	0	0	1	4	1	1	6
Tampa	5	2	1	3	2	2	5	3	0	13	7	3	23
Mobile	20	6	0	18	8	0	18	6	0	58	20	0	78
New Orleans	42	15	1	32	12	5	34	12	6	108	39	12	159
Lake Charles	11	7	0	12	11	1	10	9	1	33	27	2	62
Houston	37	13	0	24	7	0	17	10	0	78	30	0	108
Wilmington	9	3	0	5	1	0	6	6	0	20	10	0	30
San Francisco	14	2	0	16	6	0	10	5	0	40	13	0	53
Seattle	23	0	0	18	4	0	12	1	0	53	5	0	58
<b>Total</b>	<b>291</b>	<b>77</b>	<b>13</b>	<b>242</b>	<b>91</b>	<b>25</b>	<b>200</b>	<b>76</b>	<b>15</b>	<b>733</b>	<b>244</b>	<b>53</b>	<b>1030</b>

SIU shipping showed a welcome rise during the past period after it had hit a three-year low. A total of 1,030 men were dispatched to jobs, while registration rose again to 1,321. The increase in shipping and registration was identical for the two weeks covered so that the gap between the two figures remained the same as before.

Nine SIU ports shared in the shipping advance, and two others remained about the same as the last report. On the upgrade were Boston, Philadelphia, Tampa, Mobile, New Orleans, Lake Charles, Houston, Wilmington and San Francisco. Thus all the Gulf ports listed some improvement. Since Seattle and New York were the "status quo" ports this period, the West Coast seemed to be bouncing back also.

Baltimore, Norfolk and Savannah showed the only marked declines. Even so, Baltimore dispatched 176 jobs during the period.

Most of the rise in registration was centered in the steward department, followed by the deck and engine departments, in that order. The lag between shipping and registration was also heaviest in the culinary department.

Job activity in terms of the three seniority groups showed a rise only in the case of class C shipping, which accounted for 5 percent of the jobs shipped. The class A proportion remained as is, while class B dropped to 24 percent of the total. All of the class C jobs were handled by seven ports, none of them, as in the last period, on the West Coast.

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## Court To Hear Tramps' Case Against Breakouts

WASHINGTON—Legal moves by tramp shipowners to stop the Maritime Administration from extending charters on Government-owned ships suffered a temporary setback in Federal District Court here.

An application for a temporary restraining order against the MA was denied, but at the same time Judge John J. Serica said he would hold an early hearing on an application for a preliminary injunction which would have the same practical effect.

The tramp operators have asked the court to order the Government to pull back chartered ships. They claim that the charters are making it difficult for privately-owned vessels to find employment.

At last reports there are 56 Government-chartered ships outstanding, including the six ships chartered to American Coal Shipping. Many of these vessels are idle. Another 78 ship charters have been terminated with the vessels being redelivered to the Maritime Administration. Isbrandtsen is the biggest charterer at the moment with seven ships, followed by American Coal with six. The remaining ships are scattered about among 21 ship operators.

The tramps have long been vociferous objectors to breakouts, claiming that they contribute to the "boom and bust" pattern on steamship rates. On the other hand, maritime observers have pointed to the heavy transfers of tramps to

"runaway" flags as causing shortages of American-flag tonnage from time to time when heavy "50-50" cargo movements are on tap.

The early lay-ups of the chartered ships were almost exclusively concentrated in NMU-contracted companies. As was reported in the SEAFARERS LOG of October 11, three-fourths of the jobs lost were under NMU contract, involving some 1,500 men, which may indicate why the NMU is attempting to raid the Robin Line. Additional lay-ups would also be costly to the NMU membership.



## Large Turnout On Turkey Day In Baltimore

BALTIMORE—A large number of Seafarers and their families enjoyed Thanksgiving Day in the hall this year. Turkey dinners were served in the cafeteria from 12:30 PM through 3:30 PM followed by music and dancing in the Port O'Call. Many of the brothers and their wives made a complete day of it.

A couple of lay-ups caused shipping to drop slightly during the past period. There are now five vessels laid up in this port with the Bethcoaster (Calmar) expected to go into drydock when she arrives this week. The shipping picture should brighten with the prospect of the crewing of the Wild Ranger and the Omar Chapman.

There were 13 vessels paying off during the last two weeks, seven signing on and 16 in transit. The Chilore, Marore, Baltore (Ore); Little Rock (Fairfield); Winter Hills, Fort Hoskins (Cities Service); Young America, Wild Ranger (Waterman); National Liberty (Amer. Waterways); Josefina (Lib. Nav.); Flomar, Kenmar (Calmar) and the Emilia (Bull) paid off while the Chilore, Marore, Baltore (Ore); Yorkmar (Calmar); Young America (Waterman); Steel Rover (Isthmian) and the National Liberty (Amer. Waterways) signed on.

The in-transit vessels included the Alcoa Planter, Alcoa Roamer (Alcoa); Robin Sherwood, Robin Kirk (Robin); Oremar, Bethcoaster (Calmar); Mankato Victory (Vic. Carriers) and the Citrus Packer, Morning Light (Waterman).

# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Watch Quality In Kid's Togs

A Chicago mother has sounded a call to rebellion against the shoddiness of children's garments she has recently bought. Mrs. James Good writes:

"Why is it so many of the clothes I buy for my family are slipshod work? I just returned a T-shirt and underpants I bought for my little girl. The first time I washed them the seams parted and I was darned if I was going to mend something brand new. I have many friends who complain about the poor construction of garments."

There's a marked difference in quality between cheap and expensive children's clothing. The "cheap" clothing (actually not very cheap), is notorious especially for these defects which parents must guard against when buying:

—Narrow seams and hems of trousers and dresses with no room for letting out.

—The use of "sizing" to give the material body, which washes out in laundering.

—Skimping on material so that a size 8 from one manufacturer may be no roomier than a better manufacturer's 6.

—Knitted fabrics in tee shirts or polo shirts made of merely carded cotton unevenly woven so there are thin spots which soon wear through, and so loosely woven they quickly become baggy.

What also irritates parents is that kids' clothing sometimes seems to cost almost as much as their own. Children's dresses cost less, but many blouses cost as much as mother's. Boys' tee shirts cost almost as much as their father's.

Mrs. Good did exactly the right thing in returning the unsatisfactory shirt and pants. The only way parents are going to drive shoddy garments off the market is to reject them.

But shoddy garments need to be rejected at the counter before you buy them. The only way you can do this is to know enough about workmanship to tell the adequate from the poorly-made.

This is not to say it pays to buy the best in children's garments. Often children outgrow high-quality garments before they outwear them.

There are generally three price lines on the market: low-end, middle and high-priced goods. Large retailers generally sell three lines. Smaller stores may have two lines, either the low-end and middle, or middle and high, depending on the kind of store.

You will generally find your best buys in the middle price lines. In the low-end goods, basic quality often is sacrificed to achieve a low price. The highest-price lines give you some added features or extra style which you may or may not want, but often no more basic quality than the middle-price lines.

For example, one of the largest retailers offers corduroy pants at \$2.98, \$3.29 and \$3.70. The \$2.98 line is eight-ounce corduroy in solid colors. The \$3.29 is 12-ounce in solid colors. The \$3.70 is 12-ounce but comes in speckled and splash patterns. It also has an all-around self-belt plus elastic side inserts, while the less expensive has a half-belt with elastic back.

Thus, while the \$3.29 pants are noticeably superior to the \$2.98, there is less difference between the \$3.29 and the \$3.70.

The secrets of checking quality are simple: inspect, compare and look at children's clothes from inside out. Here are specific points:

**WEAVE:** Rub the material between your fingers to see if the appearance changes as it will if "sizing" has been used to make the fabric look better than it really is. Also hold the material up to the light. Then you can see how closely woven it is, and notice any tell-tale thin spots which would soon wear through. Pull the material both ways to see how firmly it is woven, or in knit goods, how resilient the weave is.

**SMOOTHNESS:** Best tee shirts are mercerized combed cotton. Next quality is just combed; lowest is carded but not combed. Combed yarns are smoother and stronger. Mercerized yarns have been given an additional treatment which makes them more lustrous and smoother.

If the sales clerk doesn't throw you out of the store, pull out a yarn from a cuff or edge and unravel it. If the fibers are short and loosely twisted, expect only poor wear. Good yarns are made of long fibers tightly twisted together.

**COLOR-FASTNESS:** In these days of machine washing, color-fastness is more important than ever. The best dyes are vat dyes. Check the label to see if the manufacturer guarantees the garment is color fast both to washing and sun.

**SHRINKAGE:** Look for a statement on the label guaranteeing against no more than 1 percent shrinkage, or at most 2.

**CUT:** You can lay one brand against the other and notice differences in roominess.

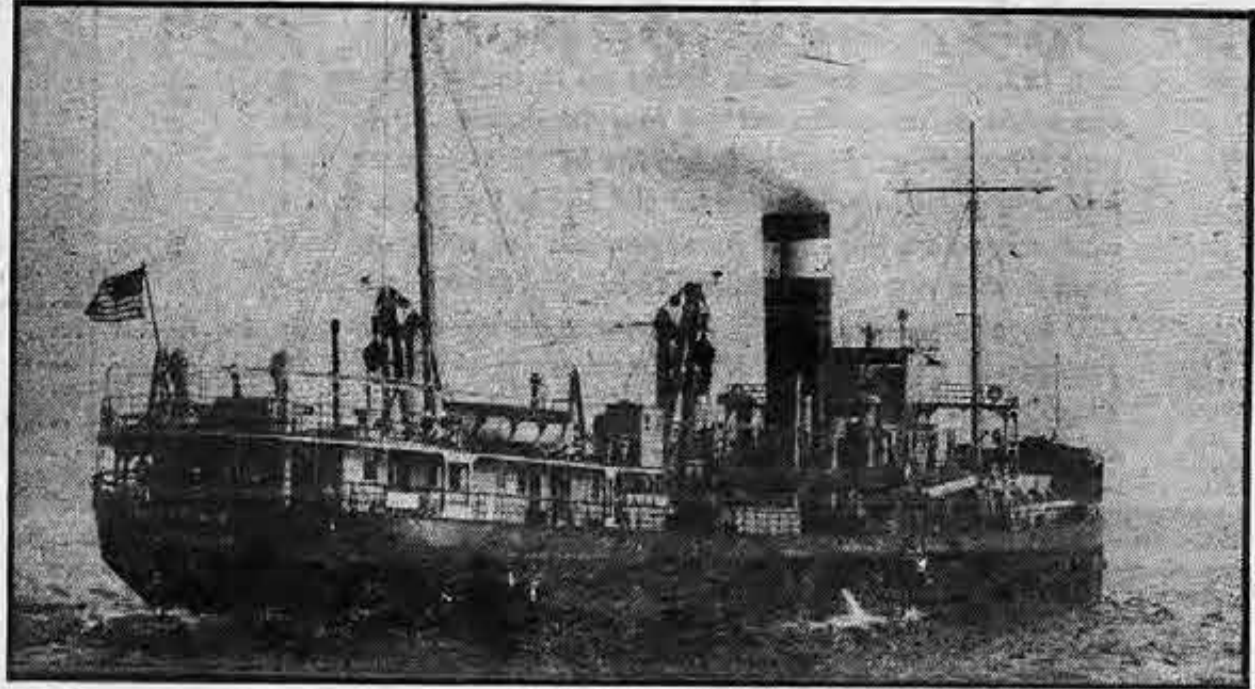
**SEAMS:** Notice how much wider the shoulder seams of well-made tee shirts are compared to those of cheap ones. Always look for generous seams in any children's garments. They help resist strain as well as providing "let-out" room as the child grows.

Seams should be stitched closely and evenly with strong thread. Pull at the seams to see how securely they are stitched.

Seam edges also should be bound or at least pinked to protect against raveling. Seams should be flat.

**REINFORCEMENTS:** Look for bar-tacking, taped seams and other reinforcing details at points of special strain, as in dresses, at placket ends and under arms; in trousers, at pocket corners, and in tee shirts at shoulder seams.

# Sandcaptain Now New Yorker



Back in service again, this time in New York harbor, SIU-manned dredge Sandcaptain is currently working on Port Authority pier construction in Brooklyn. Last job was offshore channel dredging in Venezuela.

NEW YORK—Seafarers manning the dredge Sandcaptain started work last week on what is hoped will be a two-year tour of duty on a waterfront improvement project in and around the Port of New York.

The vessel, which had been in lay-up since completing a two-year channel-dredging program in Venezuela, started hauling sand for the reconstruction of what was formerly pier 34 Atlantic Basin, New York.

According to the schedule, the vessel will then take part in the reconstruction of other piers in Brooklyn, the building of permanent dykes and runways at La Guardia Airport, and the reconstruction of piers in Port Newark.

The Sandcaptain and the Chester Harding, another SIU-contracted ship, participated in the dredging of an eight-mile channel through the desert island of Zapara, a large oversized sandbar outside of the port of Maracaibo.

Completion of this channel enables tankers of all sizes to pull into the port of Maracaibo to take on oil cargoes. Prior to this they had to wait offshore and load from shallow draft barges.

Shipping for this port had been on the slow side in the past two weeks. There were 18 ships paying off, four signing on and 12 were in transit.

### Shipping Slow

The ships paying off were the Beatrice, Hilton, Elizabeth, Kathryn and Frances (Bull); Lawrence Victory (Mississippi); Seatrain Texas, Louisiana, Savannah, New Jersey (Seatrain); Michael (Caracas); Alcoa Roamer (Alcoa); Steel Fabricator, Steel Rover (Isthmian); Mankato Victory (Victory Carriers); Maxton, Antinous (Waterman) and the Grain Trader (Grainfleet). The ships signing on were

the Hilton (Bull), Grain Trader (Grainfleet), Antinous (Waterman), and the Steel Fabricator (Isthmian).

Among the vessels in transit

were the Royal Oak, Cantigny (Cities Service); Flomar, Kenmar (Calmar); Robin Sherwood (Robin); De Soto, Hastings, Gateway City (Waterman).

## LABOR ROUND-UP

A Federal Court jury has ordered a refund of \$108 in taxes paid by a Kohler striker on assistance given to him by the Auto Workers during 1954. The decision, which the US will probably appeal, overruled an Internal Revenue Department finding that \$565 assistance given to striker Allen Kaiser by the UAW was a gift and taxable accordingly. According to UAW Secretary-Treasurer Emil Mazey, if the decision is reversed, the tax money involved in the Kohler strike may total \$500,000, but if it is upheld, Kohler strikers will benefit by that amount.

Members of the United Packinghouse Workers have started a "don't buy" campaign against Sunkist, the biggest name in California lemons. The drive was started after three years of legal battles failed to get the growers to bargain with the union. The workers had voted for representation by the UPW four years ago, but Sunkist continually refused to do business and bargain with the union. It had responded to the latest court order to bargain with UPW with a demand for a "right to work" clause in any contract. The growers involved are the Santa Clara Lemon Association, Seaboard Lemon Association, Oxnard Citrus Association, Somis Lemon Association and Carpinteria Lemon Association.

A walkout of 6,000 members of two paper mill unions in Vancouver, BC, has cut the world's production of newsprint by ten percent. Involved are 5,000 members of the Pulp and Sulphite Workers and 1,000 members of the Papermakers and Paper Mill Workers. The members voted to strike the mills of seven major manufacturers after their demands for a 12 percent general wage increase, and a "substantial" boost for mechanics were rejected. Base rates in these mills are from \$1.72 to \$1.76 an hour for common labor and \$2.27 an hour for mechanics as compared to \$2.01 and \$2.73 an hour respectively in mills in the US. John

Sherman, West Coast vice-president of the Pulp and Sulphite Workers, accused the employers of refusing to "do business with us" by declining to meet the day before the walkout started.

A modern union-financed medical center, equipped to provide diagnostic services for its 36,000 members, has been dedicated by Local 32-B of the Building Service Employees International Union in New York. The center will offer complete medical and surgical consultation services, laboratory tests and X-ray examinations at no cost to the membership. Due to open in a few weeks, the center is one of the few to be supported and administered exclusively by a labor group. Members of Local 32-B include elevator operators, doormen, handymen, porters, maintenance and custodial workers in commercial and apartment buildings and department stores throughout the city.

Members of the Brotherhood of Carpenters have voted four-to-one in favor of moving their headquarters from Indianapolis to Washington. Plans and details of the move will be decided on by the union's general executive board. The union's headquarters, which had been located in Indianapolis since 1901, now employs 168 workers and houses its own printing plant.

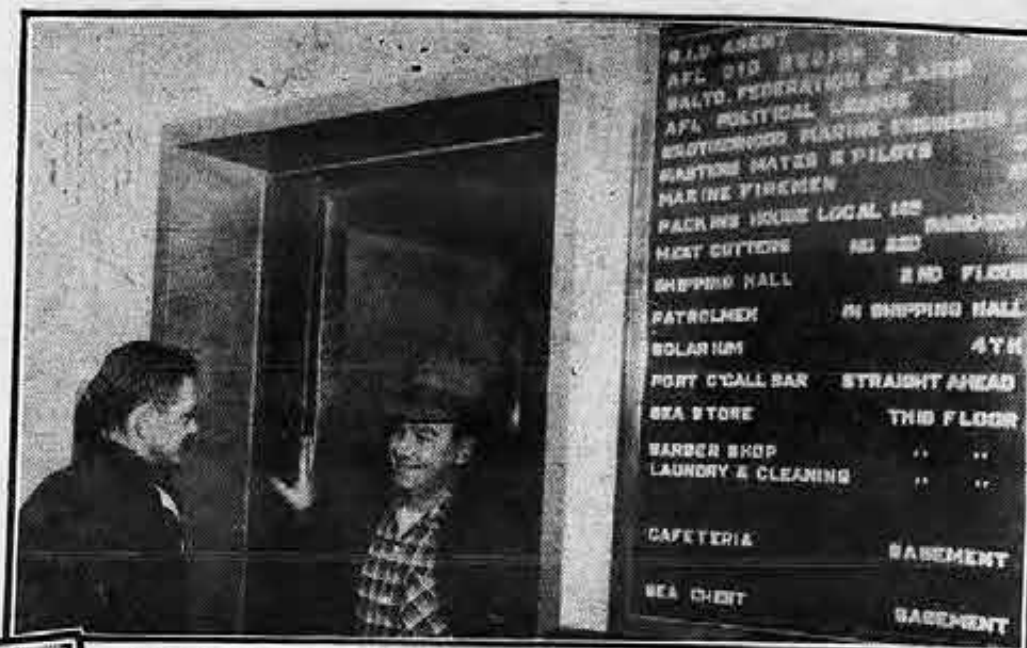
The Wisconsin Supreme Court has suspended the license of attorney Mark Catlin, Jr. for six months and has ordered the labor-baiting lawyer to pay \$1,500 toward the costs of investigating his influence business. Catlin, author of an anti-union law which prohibits Wisconsin unions from voting money from their treasuries for political campaigns, has been under fire for the last 18 months for selling his political influence to the families of state prison inmates. His fees have been paid in such places as the washroom of a baseball park and the lobby of a Chicago airport.

## Jobs Jump In Lake Charles

LAKE CHARLES—Shipping ran ahead of registration in this port for the first time in many weeks. The biggest increases were in the steward and engine departments with the deck improving slightly.

The Government Camp, Chikawa, Council Grove, CS Baltimore, Bents Fort, Fort Hoskins, Bradford Island, Royal Oak, Winter Hill and Cantigny (Cities Service), Val Chem (Heron), Pan Oceanic Transporter (Penn. Nav.) and the Petro Chem (Valentine) called into port during the past two weeks. The Seagarden (Penn. Nav.) was also in on her way to Greece with a load of corn. All were reported in good shape with no major beefs.

Formally dedicated back in November, 1954, the SIU hall in Baltimore has been living up to its reputation as the trade union center for the Maryland port city for the past three years. Besides being the hub for deep sea and harbor organizing activities for the SIU in the area, it has also served as the local headquarters for other unions, both in and out of the marine field, and for various AFL-CIO organizations as well. Superior in design and accommodations even to the SIU's headquarters building in Brooklyn, it provides a never-ending stream of services and comforts for Seafarers and their families.



Building directory adjacent to elevator entrance on main deck lists variety of services and offices housed in building. Lloyd Pentecost, AB (left), on way in, meets H. Byrd, oiler, coming down from dispatch hall.



Easily accessible from all waterfront installations, the five-story Seafarers Hall on East Baltimore Street features its own parking lot and both enclosed and open-air rooftop solarium.

# BALTIMORE'S

# 3<sup>rd</sup>

# BIRTHDAY



Deck officers Roy Drouillard, Perry Jackson and E. L. Butler (l to r) check up on news in separate dispatch hall maintained for local membership by Masters, Mates & Pilots. Hall on third deck serves for MM&P meetings and recreation.

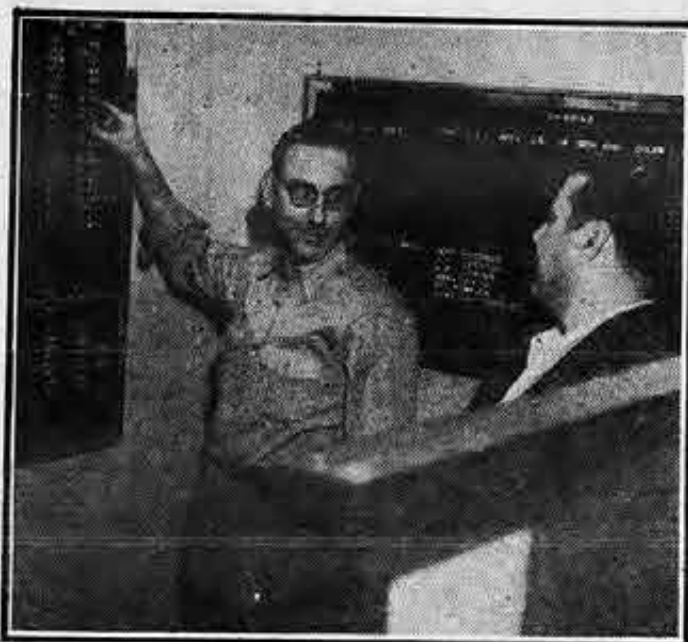


Nautical theme highlights Port 'O Call Bar on main deck where Seafarers can gather for a cool one. Ralph Rice, machinist; L. Blanton, cook & baker, and T. Carver, AB (l to r), are on tap here.





Patrolmen Rex Dickey (left) and Walt Sibley behind counter answer queries of Ralph Groseclose, Joe Padelski (hidden), M. P. Ward and John Clapp.



MFW members George Burrows (left) and Arthur Medeiros check list of incoming West Coast ships on board in Marine Firemen's Union office on 2nd deck.



Union business manager Glen A. Snyder (standing), with Sylvia Wann (at phone) and Janice Bolssom, staff office of AFL-CIO Packing House Local 149.



During stop for coffee in SIU cafeteria, executive secretary Edward H. Johns of the Baltimore Federation of Labor (center) explains work of BFL office in SIU hall to party of visiting government labor officials from Bangkok and Manila.



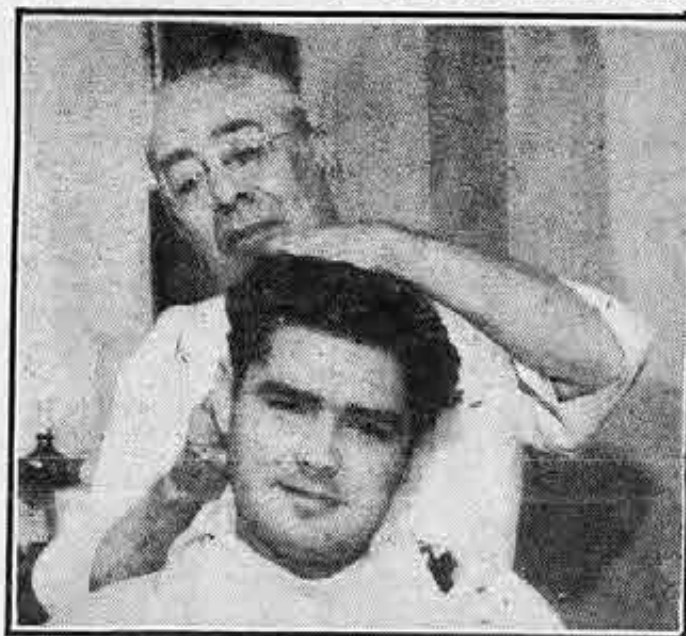
Passing through Baltimore soon after Robin Line election was ordered by NLRB, SIU crewmen off Robin Gray drew cheers at regular port membership meeting held during their stay. Later, on arrival in New York, the ship voted 24-3 for SIU.



Carlton J. Mitchell, MM, watches as Tom Cage writes up sale in well-stocked SIU Sea Chest store. Warehouse in hall also fills slopchest orders for ships.



In dispatch hall on 2nd deck, J. L. Manning, AB, checks his place on registration list. Jobs are posted and called on the hour.



Chuck Blalock, OS, takes it easy in barber chair as John Battaglia does tonsorial honors. Shoeshine stand, laundry and dry cleaning service are also provided.



All eyes are on Ben Hayes as he leads ace during card game in recreation hall. Looking on (l to r) are F. Teigelro, John Taurin and Vincente Villacian.



Pool tables and shuffleboard help pass time between calls. John Ivankovic, AB (foreground), lines up shot here. Window (right) overlooks large part of city.



Richard C. Voorhees, FOW, tries to tune up TV set in comfortable television area set aside for membership as Walter Chandoha, OS, looks on.

# Make Employer Equally Liable For Violations, Union Men Say

New labor laws that curb unions without putting the same brakes on management will be opposed down the line by organized labor in 1958.

This developed as the majority view from a survey by AFL-CIO president George Meany on the views of international union presidents regarding potential labor legislation. The gist of the reply to Meany by SIU-A&G secretary-treasurer Paul Hall, in his capacity as SIUNA president, was reported in the LOG two weeks ago.

The national AFL-CIO has already endorsed proposed legislation requiring full disclosure of the financial transactions of union welfare and pension funds, providing the law applies equally to funds operated exclusively by management. Business groups want the law to cover union funds only.

Disclosures of corruption among a few unions have sharpened management support for laws curbing union activity, including a national "right-to-work" law which could destroy union security protection built up over the past 20 years. Eighteen states already have such laws on the books, under authority granted by the Taft-Hartley Act of 1947.

Since most of the emphasis at hearings held by a special Senate committee over the past year have focused on labor activities, even in cases where management wrongdoing was exposed, pressure has built up for a rash of anti-union legislation in Congress next year. Employer and business groups are naturally stirring up support for such measures as a means of obscuring union-busting tactics employed by management.

The labor position is that where any wrongdoing has occurred, it resulted from cooperation between corrupt unions and management, and that the responsibility rests on both.

In his reply to Meany's communication, Hall pointed out that the SIUNA was opposed to further Federal legislation other than the disclosure law on pension and welfare funds already backed by the AFL-CIO. He said there were adequate laws on the books to deal with abuses by management and limited sections of the union movement.

Hall told the SIU membership that "an alert and interested trade union membership" is the best safeguard against any abuses. "We, in our organization, have long recognized the essentialness of a membership well-informed on all phases of their union's operation and activity and we have accepted our responsibility to provide this information," he declared.

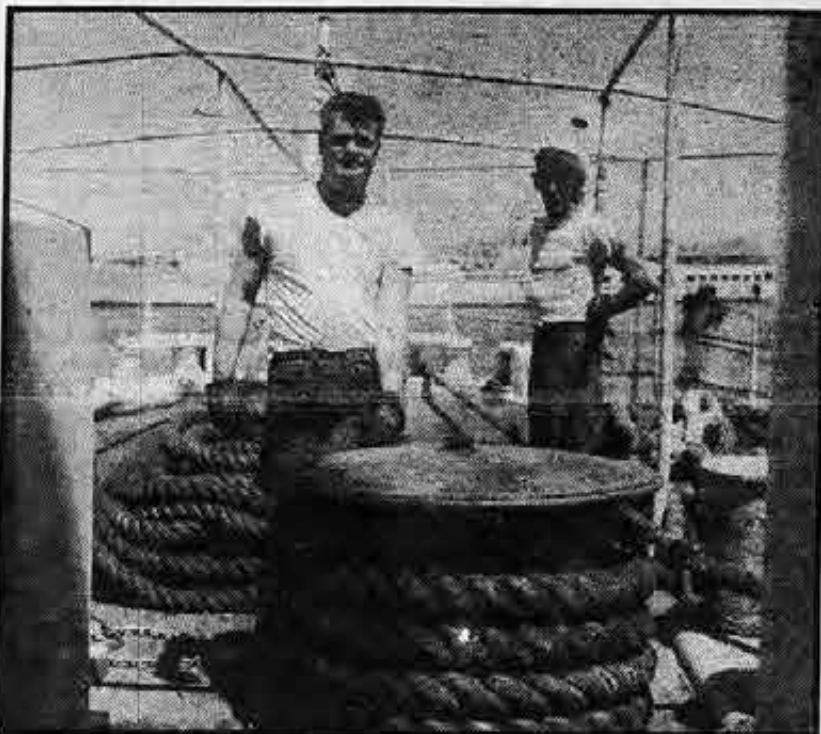
## Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they go off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

## Plenty of Ropeyarn On Advocate



Seafarers John Seiferth, AB (left), and Barney Larsen, DM, handle some line aboard the Steel Advocate. Tom Ulisse took the photo.

# SUP Votes For Motor Lifeboats On All Vessels

SAN FRANCISCO—Basing their findings on the sinking of the City of Buenos Aires in which 90 lives were lost, and on numerous other maritime tragedies, members of the Sailors Union of the Pacific have unanimously voted in favor of having motorized lifeboats placed aboard every American-flag vessel.

The resolution cited a number of instances in which the added speed and power of a motor-propelled boat would have resulted in the saving of additional lives.

When the Mormacsurf, manned by members of the SUP, collided with the City of Buenos Aires in the River Plata estuary last August 27, the crew of the Mormacsurf was credited with saving many of the passengers of the ill-fated South American ferry.

But according to the reports from the men manning the ship's lifeboats, they were sorely handicapped by a four or five knot tide which slowed down their efforts considerably. A motorboat in that case, they reported, would have made a great difference and would probably have resulted in the rescue of many more passengers.

The SUP pointed out that while we can boast the safest merchant marine in the world, American

ships are designed primarily to minimize the possibility of the vessel's sinking because of a fire or collision. But little has been done to speed up rescue operations in time of a major disaster.

The cost of installing motors on lifeboats would be offset by the increased speed and the facility with which a vessel could aid in rescue operations and by the greater number of lives that could be saved.

## Isthmian Sets Safety Prizes

Isthmian Steamship Company is offering two cash awards in a safety contest which is coming to an end on December 31. A \$150 award will go to the crewmember who "submits the best safety slogan, safety poem, safety article or safety cartoon," the company's safety bulletin said.

Another \$250 goes to the ship having the least number of accidents, the money to be placed in the ship's fund for whatever use the crew sees fit.

Entries for the individual contest have to be postmarked before December 31, or submitted to the skipper before that date.

## Seattle Has Quiet Period

SEATTLE—It has been a slow period for Seafarers in this port. The Samuel F. Miller (Boston), Coe Victory (Victory Carriers) and the Grain Shipper (Grain fleet) paid off during the past two weeks. The Coe Victory and Grain Shipper signed on while the Samuel F. Miller was put into lay-up.

The Alamar, Losmar, Pennmar and Seamar (Calmar) and Hurricane and Itherville (Waterman) were in transit. There were no major beefs.

**PRODUCER (Marine Carriers), Oct. 11**—Chairman, L. Williams; Secretary, F. Quinones. Report to Hdqtrs. on bosun paying off due to illness. Two minor beefs, squared away. One man missed ship in Bombay. Proper attire to be worn in messroom and galley. Messhall and quarters to be painted.

**OCEAN DEBORAH (Maritime Overseas), Oct. 16**—Chairman, R. O'Dowd; Secretary, J. McElroy, Jr. New delegate elected. Since ship did not sign foreign articles at payoff in B'lyn, a coastwise payoff in a Gulf port is favored by members. Delegate to ask captain to arrange this instead of back-dating articles.

**DE SOTO (Waterman), Oct. 6**—Chairman, B. Varn, Jr.; Secretary, A. Velasco. Hospital has not been cleaned and painted as promised. Most

## Digest Of SIU Ship Meetings

repairs made. Some disputed on delayed sailing from NO. Return chairs to recreation room. Keep feet off chairs.

**DEL NORTE (Miss.), Oct. 13**—Chairman, H. Crane; Secretary, J. Weisbrof. Repair washing machine and movie projector. Water cooler replaced in deck dept. lounge. Place laundry bags in each lounge for soiled linen; keep passageways clear. Donation for family of brother who passed away. Ship's fund \$98.03. Purchased movies—made donation to orphanage. One man missed ship in Mobile. Check and compare shop chest prices. New delegate elected. Motion to give ship's fund to widow of Thibodeaux. Laundry room to be kept clean. Balance of movie fund \$2. Repair dumb waiter elevator.

**DEL ORO (Miss.), Oct. 4**—Chairman, D. Ramsey; Secretary, V. Fitzgerald. Crew to be sober at payoff and pick up souvenirs from customs after payoff. Collect books for patrolman. Unclaimed souvenirs to be sold and proceeds to go to fund. Flowers sent to deceased father of engineer. Ship's fund \$31.49. Discussion on steward serving leftovers and keeping same in reefer boxes over 3 days. Vote of thanks to purser for his care of sick and wounded of So. American Campaign—letter to be sent to Log.

**GRAIN SHIPPER (Grainfleet), Oct. 12**—Chairman, J. Jelliffe; Secretary, S. Malvenan. Four men paid off in SF. All replacements filled. Letter from Brother Hall re: refrigerators and stores. Clarification given on reasons for cook getting off in SF. No major beefs to date. Ship's fund \$11.50. Vote of thanks to steward dept. for fine meals served. Vote of thanks to secy. for handling correspondence; and also deck dept. for cleaning messroom. Members cautioned re: pilfering in Korea. Special meeting regarding some friction between chief and third cook—Headquarters notified.

**ANDREW JACKSON (Waterman), Oct. 20**—Chairman, R. Kyle; Secretary, E. Auer. New delegate elected. Everything running smoothly. Started sougeeling roof and quarters. All repair lists to be ready prior to arrival NY. Vote of thanks to steward dept. for good chow and fine service.

**SEATRAN NEW JERSEY (Seatrains), Oct. 24**—Chairman, J. Fedlow; Secretary, P. Patrick. Wiper missed ship leaving Edgewater. Delegate elected. Motion that longshoremen secure cargo properly. Motion to have mail delivered aboard ship on arrival.

**PORTMAR (Calmar), Oct. 27**—Chairman, R. Campbell; Secretary, R. Savitar. Keep clothes line clear of dry clothes. Ship's fund \$11.30. Few hours disputed on to be settled at payoff. Wringer on washing machine to be replaced. Suggestion to increase ship's fund. Do not place glasses in sink.

**STEEL VENDOR (Isthmian), Oct. 17**—Chairman, V. Orencio; Secretary, N. Power. Ship's fund \$14.15. Reports accepted. Discussion on welfare of crew. Letter to be sent to Hdqtrs. regarding certain conditions on ship.

**SEATRAN SAVANNAH (Seatrains), Nov. 16**—Chairman, S. Kilderman; Secretary, R. Padilla. One man missed ship in NY. Ship's fund \$44.22. Reports accepted. New repair list to be posted on board. Beef on new feeding plan. Insufficient supplies of certain items for voyage 171.

**TOPA TOPA (Waterman), Nov. 11**—Chairman, E. Bell; Secretary, F. Kusura. New refrigerator put on board. Repairs made. Wiper missed ship. Ship's fund \$38. Some disputed on. Games to be purchased from fund.

**GRAIN SHIPPER (Grainfleet), Nov. 16**—Chairman, A. Ferrara; Secretary, S. Malvenan. Hospitalized brother's

gear held in Yokohama. Penalty cargo & delayed sailing to be clarified by patrolman. Crew to be sober at payoff. Beds and rooms to be stripped for oncoming crew. All repairs recorded and copies given to engineer. Headquarters notified of hospitalized brother. Ship's fund \$3.90. Motion to amend recent plan re: health centers—medical and hospital care should be included for men on beach who are not eligible for USPHS services and unable to pay for medicine.

**GRAIN TRADER (Grainfleet), Nov. 17**—Chairman, D. Harfman; Secretary, H. Bergina. Repair list to be completed port of discharge. Discussion on back-dating articles from Gulf. All linen to be thrown below immediately. Vote of thanks to steward dept.

**FLORIDA STATE (Fonca), Nov. 11**—Chairman, H. Will; Secretary, M. Gaddy. Port hole fans installed. One man paid off—injured—replaced by pier head jump from dock. One man missed ship. Ship's fund \$15.30. Notify San Juan agent when he is needed aboard ship.

**CHARLES C. DUNAIF (Orion), Oct. 27**—Chairman, W. Horn; Secretary, R. Ayers. Beef on oil. Good cooperation from top side, mates and eng. Good SIU crew. Repairs to be made. Vote of thanks to steward dept. for job well done. Ship to be fumigated for roaches.

**SEATRAN SAVANNAH (Seatrains), Oct. 20**—Chairman, W. Logan; Secretary, R. Padilla. Ship's fund \$44.23. Some disputed on. Have a general clean up all around ship. Rooms very dirty.

**Oct. 28**—Chairman, W. Logan; Secretary, R. Padilla. Beef on mate, straightened out. Reports accepted.

**STEEL ROVER (Isthmian), Oct. 14**—Chairman, S. Plega; Secretary, T. Gasper. Ship's fund \$20. Few hours disputed on. LOGS not received regularly. Safety meetings not recorded by captain. Request washing ship down more often—ship too dirty. Suggestion to buy parts for washing machine. Water rusty. Continue to spray DDT for roaches. Vote of thanks to steward dept. for good service and cooking.

**STEEL ADMIRAL (Isthmian), Oct. 20**—Chairman, D. Dean; Secretary, E. Contad. Few hours disputed on 36 men ill—cause undetermined—probably from water or meat. Doctor to be consulted. Standby buzzer put in messhall. Fresh water tanks to be cleaned. Garbage to be dumped aft of house. Check medicine chest. All excess linen to be turned in.

**ALCOA CORSAIR (Alcoa), Oct. 20**—Chairman, J. Prestwood; Secretary, T. Costello. Prices of slop chest too high—to be referred to patrolman. Ship's fund \$116. Some disputed on. Report accepted. Motion to send 100 post cards to US Senators concerning the closing of USPHS. Motion to have company give Asiatic flu shots to crew. To contact company to keep Trinidad shore gang out of ship's housing as they dirty bathrooms and steal food left out for night lunches.

**STEEL KING (Isthmian), Oct. 25**—Chairman, F. Osaluk; Secretary, T. Rainey. New delegate elected. Ship's fund \$14.70. Report accepted. Request meetings on Sundays. 12 men ill with the flu.

**GRAIN TRADER (Grain Fleet), Oct. 5**—Chairman, J. Seratt; Secretary, T. Scardelis. Beef about food. Telegram sent to hqs. concerning payoff. Crew to reimburse treasurer \$11.71 for cable. Some disputed on. Short chief cook. Food has been poor for five months. Steward notified. Nothing done. Steward incapable. Delegate suggested baker and 3rd cook to make up menus and do all cooking. Food beef to be taken up with patrolman in Seattle.

**LAWRENCE VICTORY (Miss.), Oct. 8**—Chairman, J. King; Secretary, H. Minkler. All off collected except Korea restricted time. Ship's fund .50. New delegate elected. Adjust water flow in laundry.

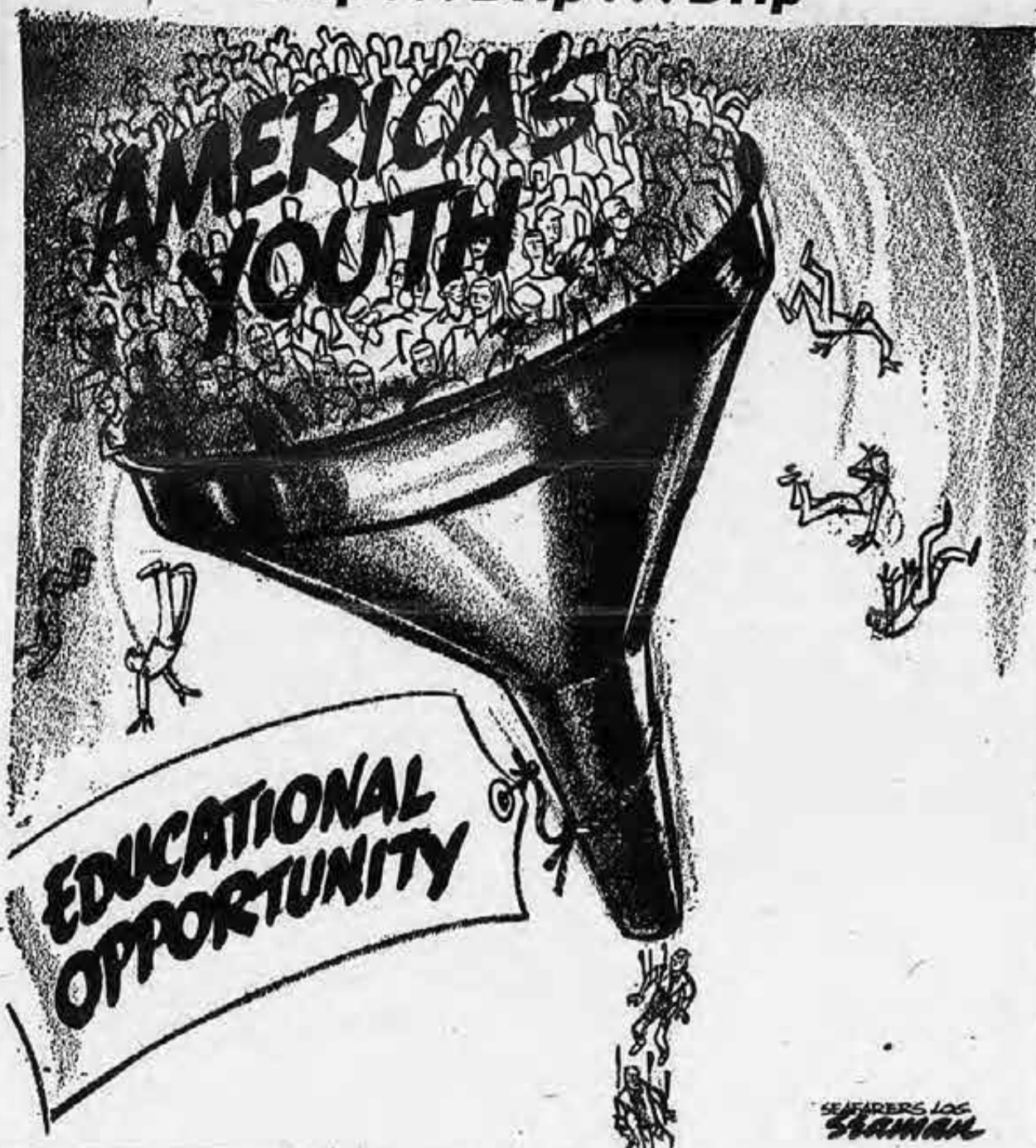
**CHIWAHA (Cities Service), Oct. 11**—Chairman, G. Michang; Secretary, W. Dickens. Delegate welcomed new crew—first trip since returning from Galveston shipyard. No beefs. Short one wiper. Report accepted. New delegate elected. Motion to give full moral, financial and physical support in fight to retain full USPHS facilities. Discussion on importance of writing to Congressmen and Senators asking full support on keeping USPHS intact.

**PLYMOUTH VICTORY (Isthmian), Oct. 20**—Chairman, J. Skinner; Secretary, R. Henderson. Three men hospitalized in Bombay. Repair list submitted—all repairs not made as yet. Request better cots. No hot water for 27 hrs. Water is very dirty, rusty and full of steam or air. Report accepted. Discussion on present water system—warned crew on hot steam coming thru pipes—cautioned against burning. Vote of thanks to steward dept.

**ALCOA RANGER (Alcoa), Oct. 20**—Chairman, J. Jones; Secretary, A. Carpenter. Few hours disputed on. Most repairs made. New delegate elected. Request more variety in night lunches; different brand of coffee; insect bombs for each fore's/cabin; change of library; discussion on quality of steak meat and frankfurters—to see patrolman about same. Vessel infested with posches and rats. Steward requested to obtain plenty of oranges next trip. None this trip. Keep decks clean.



# 'Drip . . . Drip . . . Drip'



## See Offshore Trailerships Coming Trend

"A trans-Atlantic trailership service is past the talking stage," according to John B. Hulse, managing director of the Truck Manufacturers Association.

In an address to the Automotive Transport Association of Ontario, Hulse reported that the recent successes in coastal trailership service and the resulting cost saving has greatly increased the possibility of an international service. In fact, trailer containers are "more of a factor" in water transportation than on land, he contended.

"There is every indication that there is a big future in the waterborne movement of both complete trailers on roll-on roll-off ships and particularly of demountable trailer van bodies as giant containers in specially constructed ships."

Although there has been an encouraging increase in the railroad piggy-back service despite a slow start, he said, it will be more than offset by the growth of motor transportation. In addition, he said, piggy-back service will not solve the highway congestion problem. These trailers will still have to travel over the road through terminal areas where most of the congestion occurs.

More than one company has decided to move in on the lift-on lift-off trailership service. Seatrains Lines has revealed plans to combine the features of both the railroad flat car, and the trailer into one service. Another company has started converting two vessels to enter into a Great Lakes-Atlantic coast trailership service with the opening of the St. Lawrence Seaway in 1959.

Education has been in the news recently what with the United States earthbound and Soviet satellites whizzing overhead. Americans have suddenly discovered there are defects in the country's school systems and proposed remedies have been flying thick and fast. Many of the proposals, such as those which would funnel "X" number of students into engineering at the expense of other studies, appear to be self-defeating.

The SIU, as a trade union, is deeply concerned, since one of the functions of a union is to improve the lives of its membership and opportunities for their children.

Two considerations should be in the forefront of any attack on the problem. One is the need to broaden educational opportunity for all Americans. The second is the need for every student to follow his own natural bent in deciding his career.

On the first issue, we are being told that the present cost of education is due to go higher. Steps have to be taken to assure the availability of educational opportunity for every qualified student, irrespective of his ability to pay.

A very large percentage of qualified high school graduates are now being denied further education because of lack of finances and facilities. This problem needs immediate remedying.

The second consideration is all-important. Nobody can say for sure in what area the next great contribution to civilization will be made. It might come from a scientist or engineer. But it could come from a doctor, a diplomat, a writer, a linguist, a lawyer or anyone of a dozen fields. Certainly, leadership qualities aren't limited to specific professions. Franklin Roosevelt, who was no scientist, gave the go-ahead for the Manhattan Project which gave us the atom bomb and atomic energy. Nikita Kruschchev, who is no scientist, has been pushing Soviet scientists along the path to interplanetary flight.

Unfortunately too many students are channeled into certain specialties because the job outlook is good; school facilities are present, (or absent); or because more scholarships are available in a given field. Too many of these scholarships are specialty scholarships. A textile manufacturer wills some money which goes only to students of textile engineering who write an essay on the good works of the benefactor. An automobile company sets up a program for future tail-fin designers.

When the SIU Scholarship Plan started, there was some thought that the scholarships should relate to maritime. But this idea was discarded and it was decided to permit winners to follow the course of study for which they were suited. As a result, they are following such diverse courses as medicine, dentistry, history, sociology, literature and engineering. They will do the best they can in the field of their choice. That is the way it should be on the national level.

## Pan-Atlantic Wins Right To Operate Intercoastal

WASHINGTON—Pan-Atlantic Steamship has won permanent authority to carry on an intercoastal service with general cargo and passengers after operating for two and a half years on a temporary certificate.

The SIU - contracted company won Interstate Commerce Commission authorization to serve 26 specified ports on the Atlantic, Gulf and Pacific coasts. Passenger movements between all of these were approved, with the exception of traffic between Baltimore, Norfolk and Newport News.

For Pan-Atlantic, the certificate means the end of a long legal battle that has been going on since the company and its parent, Waterman Corporation, were bought by McLean Industries early in 1955. It has been operating on a temporary certificate since May, 1955, over the combined opposition of ten other steamship companies and the major railroads.

The ICC said P-A's performance under the temporary authority, and the potential for intercoastal water transport justified making the operation permanent.

Ports to be served by the various runs cover Vancouver, Seattle, Portland, Stockton, Richmond, Alameda, Oakland, San Francisco and Los Angeles on the West Coast; Galveston, Houston, New Orleans, Mobile, Panama City and Tampa on the Gulf, and Miami, Jacksonville, Savannah, Charleston, Newport News, Norfolk, Baltimore, Philadelphia, New York and Boston on the East Coast. Albany, New York, on the Hudson River, is also listed.

Meanwhile, in a separate venture covering the financing of new coastwise trailerships for Pan-Atlantic's "sea-land" service, the recently-formed Coastal Ship Corporation put a new \$6 million stock issue on the market last week. Under an overall \$23 million financing program, Coastal is buying Waterman and Pan-Atlantic ships and then will lease them back for operation by the original sellers. Funds raised in this fashion will

pay for the conversion of conventional dry cargo ships to "lift-on-lift-off" trailerships. Two of these, the Gateway City and Azalea City, are already in operation.

## NY Asked To Boost Jobless \$

Legislation to set more realistic levels of benefits for workers in New York State will be the major labor goal here next year.

Present rates of benefits for workers confronted with both rising unemployment and a rising cost of living fall far short of actual needs, according to the New York State Federation of Labor. The State Fed urged increases across the board in state unemployment insurance, workmen's compensation and disability benefits.

Unemployment and compensation benefits are now pegged at \$36 weekly. The disability benefit rate is \$40 per week.

An increase to a minimum of \$55 for unemployment and disability and to \$90 for workmen's compensation is being urged by the state AFL. Federation secretary-treasurer Harold C. Hanover said that if the state benefit laws are "to be anything more than a hollow mockery of their sound social purposes, benefits must be increased substantially."

Average weekly earnings in manufacturing industries, according to the latest figures available, are \$82.49 for a 39.4-hour week in the state and \$83.20 nationally for a full 40-hour week. The state and national averages are therefore about the same. However, as the figures indicate, benefits that provide less than half these averages fall far short of actual need for the workers and families involved.

The situation is also termed critical because unemployment is going up not only in seasonal industries but in all fields.

## SF's Short On Ship Turnover

SAN FRANCISCO — Although shipping has increased generally for the West Coast ports, it has been slow during the last two weeks in this area.

There was only one ship, the Rebecca (Intercontinental) signing on during the period. The Iberville and Yaka (Waterman) paid off while the Topa Topa, Chickasaw, La Salle (Waterman), Seamar (Calmar), Ocean Evelyn (Ocean Trans.) and the Steel Flyer (Isthmian) were in transit.

## Boston Jobs On Upgrade

BOSTON—While shipping picked up a great deal in the last two weeks over the prior period, it has not reached its normal level. Most of the jobs went to the deck and engine gangs with only one vacancy showing in the steward department.

The Barbara Freitchie (Liberty Nav.) was the only vessel signing on while the Government Camp, Bents Fort and Bradford Island (Cities Service) paid off. Two Isthmian ships, the Steel Fabricator and the Steel Rover were serviced while in port.



### Turnabout In The Middle East



This pair of photos sent in by the Steel Vendor while it was making its way around East Africa and on into the Persian Gulf shows a couple of stowaways from Massawa, Eritrea (left), who were trying to get away from it all, contrasted with "Sheik" Herbert Roth (right), who seems to have jumped in with both feet to make like a native. Jack McDermott, AB, is pictured with the stowaways, who were presumably dropped off once the Vendor hit port again. Both photos by Billy J. Walker.

## CW Run: 1 Hit, 1 Miss, 1 Rescue

With the Salem Maritime disaster two years ago still fresh in their minds, Seafarers on the tanker Cities Service Baltimore had more than their share of mishaps on a coastwise run into New York this week.

Events over a six-day period included a collision with a tug, a near-hit involving a dredge loaded with explosives, a grounding and an assist in the rescue of a disabled sloop, according to ship's reporter L. P. Hagmann. Despite the successive damages to the ship, no one aboard appeared to have gotten hurt. The Salem Maritime explosion January 17, 1956, took 21 lives.

The voyage from Lake Charles had barely gotten underway Nov. 27 when the Baltimore was sideswiped by the tug B. A. Tittle on the port side. The tug, with a barge in tow, was passing by the tanker "but the suction from the Baltimore's propeller evidently was too much for the tug to pull the barge past.

"When the tug hit, she keeled over, taking a lot of water on deck. Her list was so bad everyone aboard thought she was going all the way over," Hagmann said. However, the tug righted herself and everyone was left with only a good scare.

Three days later, off the Carolina coast, several of the crewmembers listening to the radio heard that the Yankee Girl, a 65-foot auxiliary sloop, was in trouble and that the Coast Guard cutter Chilula was going to the rescue. No more attention was paid to this until a few hours later, when the Chilula advised the Baltimore its towline had parted and asked the tanker to stand by.

With the seas running pretty high and a force 4 or 5 wind blowing, the Baltimore hove to several times on the weather side of the yacht to enable the cutter to get a line aboard. The sloop was eventually pulled into port at More-

head City, NC, after a two-day ordeal.

Proceeding up the coast again, Hagmann stated, the Baltimore figured the "only thing left to happen was for us to run aground—so we did." This occurred as she was proceeding up the Hackensack River toward her discharge port of Linden, NJ, on Monday.

As Hagmann related it, "a

dredge nearby did not move fast enough and in order to keep from hitting it, our pilot ran the ship aground. One can well imagine our surprise when it was learned that the dredge had been loaded with explosives." The Baltimore was refloated about 11 hours later and proceeded to a nearby berth for unloading and a survey of the damage.

## SEAFARERS IN THE HOSPITALS

**USPHS HOSPITAL GALVESTON, TEXAS**  
Joseph H. Dudley David E. Jones  
Robert W. Guthrie Frank R. May  
Louie Holliday Nighbert Straton  
Jimmie L. Jackson James A. Winget

**USPHS HOSPITAL SEATTLE, WASH.**  
A. J. Scheving H. T. Spicer  
**USPHS HOSPITAL BOSTON, MASS.**  
Harry Murray Steven A. Williams  
William J. Powers Lyle W. Williamson  
George Rourke

**USPHS HOSPITAL NORFOLK, VA.**  
Elbert B. Brown Waddie C. Hinson  
James R. Dayton Steven Purifoy  
Dewey Gillikin George R. Trimmer

**USPHS HOSPITAL SAN FRANCISCO, CALIF.**  
A. W. Gowder O. J. McCann  
Wm. C. Watson F. Kostelic  
L. Ready L. A. Wilkerson  
A. B. Ismail J. H. Berger  
F. Reimold S. H. Sun  
J. P. Cox

**USPHS HOSPITAL SAVANNAH, GA.**  
Grover Duncan James T. Moore  
Jimmie Littleton Willie C. Sanders  
Fred Miller

**USPHS HOSPITAL NEW ORLEANS, LA.**  
William Borgone Edward G. Knapp  
John W. Biewood Antoine Landry  
Claude Blanks Leo Lang  
Thomas Caylor Jr. William Lawless  
Ben Foster Edward Moore  
Adelin Fruge Michael Muzio  
Dennis Gomez Charles Nicholson  
Leon Gordon Peter Orth  
Alvin Henderson Wesley A. Palmer  
George Huber Winford Powell  
James Hudson Randolph Radcliff

Joseph Powers Peter Walsh  
Allen Ritchie James E. Ward  
Toefl Smigielski Roy Warren  
Wert A. Spencer Thomas White  
Chas. H. Summerell Charles Williams  
Nicholas Tala Clifford Wuertz  
Gerald L. Thaxter Charles Young  
Lucien Theriot Jacob Zimmer  
Percy Thornton

**USPHS HOSPITAL FORT WORTH, TEXAS**  
B. F. Deibler W. E. Orzechowski  
Siegfried Gnittke John C. Palmer  
Vares R. Hodges August J. Panepinto

**USPHS HOSPITAL MEMPHIS, TENN.**  
Charles Burton

**USPHS HOSPITAL STATEN ISLAND, NY**  
N. Gaylord F. Lukban  
L. Rhino J. Sieger  
J. Miniz R. Parker  
E. Mathews H. All  
A. Verdemare J. Gil  
S. Swienkoski F. Seidenberg  
F. Hannaford I. Torre  
L. DeNobriga M. Makatlangay  
A. Reyes W. Suskari

**USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**  
Manuel Antonana Archibald McGuigan  
Etadio Aris H. C. McIsaac  
Fortunato Bacomio Leo Mannaugh  
Joseph J. Bass Albert Martinelli  
Melvin W. Bass Vic Millazzo  
John Denopra Joseph B. Murphy  
Fabian Furmanek W. P. O'Dea  
Joseph M. Gillard C. Osinski  
Bart E. Guranick George G. Phifer  
Everett Haislett G. A. Puissegur  
Wade B. Harrell Winslon E. Renny  
Taib Hassan G. E. Shumaker  
Billy R. Hill Kevin B. Skelly  
Antonio Infante Henry E. Smith  
Thomas Isakson Michael Tuth  
Ira H. Kilgore Harry S. Tuttle  
Ludwig Kristiansen Virgil E. Wilmoth  
Frederick Landry Pon Wint  
Patrick McCann Dexter Worrell

**USPHS HOSPITAL BALTIMORE, MD.**  
Talmadge Barbour F. L. O'Laughlin  
Clarence Gardner John Ossmon  
Gorman T. Glaze Murray A. Plyler  
Sam Hacker Alexander Rever  
Walter Jackson August A. Smith  
Jan Kozerski John A. Smith  
Alejandro Lopez Paul Strickland  
James McFarlin Peter Triantafillos  
Walter Mitchell Carlie White

**MONTEBELLO CHRONIC DISEASE HOSPITAL BALTIMORE, MD.**  
Francisco Buono

**EASTERN SHORE STATE HOSPITAL CAMBRIDGE, MD.**  
Thomas R. Leahy

**SAILORS SUNG HARBOR STATEN ISLAND, NY**  
Victor B. Cooper

**VA HOSPITAL HOUSTON, TEXAS**  
John P. Williamson

**VA HOSPITAL BOSTON, MASS**  
Thomas W. Killian

### Shipmates Aid Family Reunion

To the Editor:  
I would like to express my thanks through the LOG to the SIU in general and to Brothers Tony Martinez, our ship's delegate; Pat Cleary, oiler, and Johnny Eubanks, engine utility, in particular, for making possible my reunion with my folks in and around Manila.

I haven't seen them for 12 years. Without the aid of these brothers who stood my port watches and the okay of the chief engineer and first assist-

issue of your paper. I would like to express my thanks also to Charles E. Rawlings, who gave me a copy.

I wish to point out that there was a slight discrepancy in the story. I don't work for the city of Baltimore; I work for the state of Maryland. I am a public health engineer for the Maryland State Department of Health in the Division of Industrial Health and Air Pollution.

If I can be of assistance in any capacity relating to occupational health, methods of control for any kind of hazard, either operational or occupational, please feel free to call upon me.

Honorato S. Echavez

## 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.

ant, I wouldn't have been able to do so again.

Such unselfish and impartial favor is characteristic only of fine Union brothers. Their kindness is highly appreciated.

Felix Amon  
SS Ocean Evelyn

### Offers Thanks For Sympathy

To the Editor:  
My family and I would like to thank the officers and crew of the SS Charles C. Dunaif for the beautiful floral wreath sent from out at sea to my mother in Oxford, New Jersey.

I was an oiler at sea on the Dunaif when my father passed away.

William Trachen

### Health Center Service Lauded

To the Editor:  
As the wife of an oldtimer in the American Coal beef, it's a pleasure to know about the good care everybody gets at the SIU medical center in New York.

I was there myself and I am surprised and pleased about the attention and the good examination they gave me there. I hope the clinic continues giving good service. I think it was a good idea to open the clinic to serve SIU families and dependents.

Mrs. Guarina Andrew

### Urges Reading Of Cayce Book

To the Editor:  
Some time ago you mentioned in the LOG that Seafarers should indicate their choice for the selection of books for the ships' libraries.

I am enclosing a book which I would like to see included, particularly as I am a member of the Association For Research and Enlightenment, at Virginia Beach, Va., which was founded on Edgar Cayce's work.

Some people, after reading this book, automatically become interested in the work of the Association. It's called Edgar Cayce, Mystery Man of Miracles, by Joseph Millard, in a 35-cent paper-backed edition.

William A. Laridon

### Likes Write-Up On State Job

To the Editor:  
I wish to express my thanks for your publishing a "write-up" about me in the November 8th

### Want Expanded Pension Benefit

To the Editor:  
At the regular general membership meeting October 27, the crew of the SS Fairport unanimously adopted the following resolutions:

(1) That the officials of our Union, in future negotiations, seek on behalf of the membership the establishment of a retirement plan, whereby a member may retire on pension after a stipulated number of years of seetime on contracted ships. This retirement plan should be based on seetime alone and not have qualifying requirements such as disability, etc.

(2) That built-in bunks with drawers be provided all crewmembers as soon as practicable. The present frame bunks are outmoded and afford little comfort.

(3) That wooden lockers also be provided which will be wide enough and deep enough to allow a reasonable amount of clothing to be hung up without getting wrinkled. Present metal lockers are usually awkwardly situated, noisy, often rusty inside and have inadequate storage space.

(4) That additional lockers be provided in a space separate from foci'sles for hanging foul weather and work gear.

William McBride  
M. C. Wadlington  
F. A. Lord Jr.

### Hails LOG Aid For Israelis

To the Editor:  
After serving for many years as able seaman aboard American and other merchant ships, during which time I also specialized as an independent marine correspondent and for five years edited the "Hayamal Haisraeli" ("The Israel Seaman"), I have now been appointed marine correspondent and editor of the marine sections of several Tel Aviv daily newspapers and periodicals.

The recent growth of the Israeli merchant marine has drawn hundreds and thousands of our young men to the sea. Naturally, therefore, we must turn to nations of esteemed marine traditions and experience, and to their maritime publications, for information and guidance.

During my work as editor I have enjoyed the high standard of the SEAFARERS LOG which we received at our offices. I have appreciated very much its interesting content and the important information furnished throughout. I shall therefore be very grateful to continue receiving the LOG as well as any other informative material you publish.

Yanetz Rammgal  
Tel Aviv, Israel

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

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DEL VALLE (Miss.), Sept. 22—Chairman, J. Levins; Secretary, A. Anderson. Reporter elected. Delegate elected. Motion to start ship's fund. Discussion on method of inflating fund. Men asked to cooperate with steward.

MARORE (Ore), Oct. 24—Chairman, D. Stone; Secretary, R. King. No major beefs. Ship's fund \$23.02. Some disputed of. Report accepted. New delegate elected. Beefs to be discussed with delegate. Return cups and glasses to pantry. Steward to handle Coca Cola aboard.

DEL VALLE (Miss.), Oct. 19—Chairman, F. Russo; Secretary, E. Anderson. Crew warned against fouling up, offenders will be punished. Ship's fund \$20.

# Digest Of SIU Ship Meetings

fund \$20. Motion that all halls have two calls per day, i.e. at 10 AM and 4 PM. Carried. Need new washing machine. Linen too small, does not fit bunk. Discussion on raising ship's fund.

WANG RANGER (Denton), Aug. 11—Chairman, J. Gardner; Secretary, J. Powers. Two men missed ship. One joined in Karachi. Few hours disputed of. Passageways to be painted. Need bread mixer for galley. Vote of thanks to steward dept. for good food served aboard.

Sept. 8—Chairman, M. Gallop; Secretary, J. Powers. Some disputed of. Ship's fund \$12. Delegate notified that crew was wasting water—if practice did not stop water would be rationed. OT sheets, logs and books brought back to ship by steward. Books placed in safe place. Temperature in meat box not right. Eng. requested crew to notify him of any leaks.

PETROCHEM (Valchem), Oct. 20—Chairman, R. Clark; Secretary, J. Spivey. Ship's fund \$26.75. Need new mattresses. Vote of thanks to steward for good menus and variety of fresh fruit; also his effort to upgrade regular stores.

NATALIE (Maritime), Oct. 15—Chairman, J. Hoogie; Secretary, F. Sylvia. Everything running smoothly. One man taken off in Panama Canal Zone, hospitalized. Vote of thanks to oldtimers for fine job on coal beef. Delayed sailing a few hours. Report accepted. Washing machine to be repaired or new one obtained. Vote of thanks to steward dept. for fine service during meal hours. Ship in fine shape now. Deck dept. did fine job—ship looks like a yacht now. Rooms painted.

ALCOA PEGASUS (Alcoa), Nov. 12—Chairman, J. Muera; Secretary, O. Murphy. Reports accepted.

AZALEA CITY (Pan Atlantic), Nov. 8—Chairman, C. Hemby; Secretary, R. Elliot. Some disputed of on delayed sailing. New delegate, safety director, reporter and treasurer elected. Arrival pool to be made up at payoff and winner to turn over half of pool to treasurer for ship's fund.

OCEAN ULLA (Maritime Overseas), Nov. 4—Chairman, M. Libby; Secretary, L. Strange. Some difficulty experienced in obtaining milk in P.R. Washing machine motor needs repairing. Request for smaller orders from galley. Percolators to be cleaned. All screens to be repaired and new wind-scoops provided for foc'sles. New keys needed for all foc'sles. Vote of thanks to steward dept.

MAIDEN CREEK (Waterman), Oct. 27—Chairman, J. Smith; Secretary, J. Mann. Few logs in deck dept. Ship's fund \$18.11. Few hours disputed of. Motion to have bulkhead in foc'sle insulated to keep it from becoming hot when steam is on. Discussion on washing machine operation. Do not touch heating valves. Vote of thanks to steward dept. for good food. Ship to be fumigated for bugs.

STEEL WORKER (Isthmian), Oct. 24—Chairman, P. Hellebrand; Secretary, G. Reys. Few minor beefs. Captain to inquire about cigarettes in Singapore. Ship's fund \$43.68. Report accepted. Motion to make arrangements with captain to have separate watch foc'sles for engine gang. Should stress matter with Union officials. Suggestion that Union mail be opened only by ship delegate or, in his absence, by dept. delegate. LOG to be passed on. Food to be properly prepared. Lunch-time soup should be saved as much as practicable.

STEEL VOYAGER (Isthmian), Nov. 8—Chairman, R. Hunt; Secretary, F. Quintayo. One man hurt in deck dept. Customs in Beirut strict about cigarettes—each crew member is allowed only 40 cigarettes per day; if this is exceeded they will be confiscated. Ship's fund \$20. To see about screen door near PO and messroom. Beer will be given out in Persian Gulf only.

WILD RANGER (Waterman), Nov. 11—Chairman, J. Buccis; Secretary, D. Ruddy. Ship's fund \$21.15. Motion to have 14-qt. galvanized buckets issued to each foc'sle for purpose of handling personal laundry. New delegate elected. Contact company regarding punctuality of allotment checks. Insufficient cleaning gear furnished to wipers. Washing machine ready for boneyard—will be referred to patrolman.

STEEL SCIENTIST (Isthmian), Nov. 3—Chairman, C. Bush; Secretary, F. Dowd. Steward dept. beef—mess boy switched to pantry. Ship's fund \$55. Few hours disputed of. Motion to reimburse carpenter for his expenditures and treasurer to be authorized to spend money for Christmas. Keep bathrooms clean, and do not monopolize washing machine.

MAIDEN CREEK (Waterman), Sept. 15—Chairman, J. Brown; Secretary, E. Robinson. New delegate elected. Ship's fund \$17.11. Quarters to be painted. Report accepted. Messroom and pantry to be kept clean. Lockers to be repaired.

MANKATO VICTORY (Victory Carriers), Oct. 13—Chairman, W. Harrell; Secretary, A. Espenada. Ship's fund \$41.30. Few hours disputed of. To see patrolman about repairs before sign on. New crew to donate to ships fund at payoff. Beef about service in messhall. Steward to be in messhall at meal time.

MICHAEL (J. M. Carras), Oct. 12—Chairman, J. Murphy; Secretary, W. Harris. New delegate elected. One man short. Few hours disputed of. Patrolman to check stores with steward.

SEATRAN NEW YORK (Seatrains), Oct. 17—Chairman, J. Cole; Secretary, C. Olivera. One man missed ship in NO. Some disputed of. Report accepted. Discussion on night lunch—need more variety in menus; discussion on change in shipping calls—voted to keep calls as they are. Discussion on water condition.

SEASTAR (Triton), Aug. 22—Chairman, A. Hanna; Secretary, M. Bugawan. New delegate elected. Cold supper not to be served on steak nights unless there is work to be done in galley. Discussion concerning washing machine, also new mattresses which were ordered but not delivered. Sept. 29—Chairman, J. Wilson; Secretary, M. Bugawan. Some disputed of. See patrolman about new washing machine and new mattresses; fans for forecastles. Deck in passageways to be repaired or patched. Padeyes on deck to be removed, if possible, as they present a hazard.

DEL SANTOS (Miss.), Aug. 25—Chairman, J. Martello; Secretary, L. Santa Ana. Ship's fund \$26. Ship to be fumigated before signing on. Vote of thanks to steward dept. See patrolman about storing ship for voyage; also medical attention in foreign port and at sea. Need more linen.

DEL SOL (Miss.), Oct. 19—Chairman, J. Patterson; Secretary, W. Simmons. New delegate elected. Ship's fund \$35.55. Arrival pool posted for first port of call—\$10 to be put in fund. Some disputed of. Need clarification on slop chest stores, whether it is of or not. Report accepted—Bull Line beef and Robin Line hearing, and Government action on hospitals in vital areas. Coffee urn to be repaired. Discussion on cleaning of laundry and coffee urn. Magazines to be purchased next voyage. Steward spoke on new feeding system and asked for suggestions. Coffee cups to be returned to pantry.

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

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

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



Seafarers John Homen, AB; Ted Mathis, OS, and Floyd Peavoy, AB (l to r), relive exploits with record-sized dolphin and some of the big ones that got away in foc'sle on the Omar Chapman.

# Chapman Crew Claims World Fishing Record

A trio of anglers on the Liberty ship Omar E. Chapman is claiming the world's record for the biggest dolphin ever landed. The boys say their specimen was a full 12 inches longer than anything on record.

The king-sized dolphin pulled in on the Chapman measured 5 feet 2 inches and easily topped the 4 feet 2 inch-mark listed in a copy of "The World

Almanac." An almanac is practically standard equipment aboard ship these days since it can readily settle arguments on most subjects.

The Chapman anglers checked their catch against the 1957 almanac published by the New York World-Telegram & Sun. A check on the 1958 edition falls to show any improvement on the 4 feet 2 inch-mark.

However, the records provided for the almanac by the International Game Fish Association only cover fish caught with rod and reel. The Chapman gang admittedly used only a line over the side to catch their prize. So-called "unofficial" world's records for the biggest fish caught by any method don't list any dolphin entries.

Thus the matter rests there, and the SIU anglers will have to be content with only unofficial recognition for their achievement.

For the record, Seafarers Ted Mathis, OS; John Homen, AB, and Floyd Peavoy, AB, shared credit for the catch. The world mark in the almanac lists "A. Conan-Doyle" as the record-holder for a 75-pound, 8-ounce dolphin caught in 1950 off East Africa.

## SIU HALL DIRECTORY

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- BALTIMORE ..... 1216 E. Baltimore St. Earl Sheppard, Agent EAstern 7-4900
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  - HOUSTON ..... 4202 Canal St. Robert Matthews, Agent Capital 3-4089; 3-4080
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  - THOROLD, Ontario .... 52 St. Davids St. CANal 7-3202
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## Advocate Lady Medic Assists British Tanker

Crewmembers on the Steel Advocate put their best foot forward recently to render medical assistance in mid-ocean to a fellow seaman on a British ship.

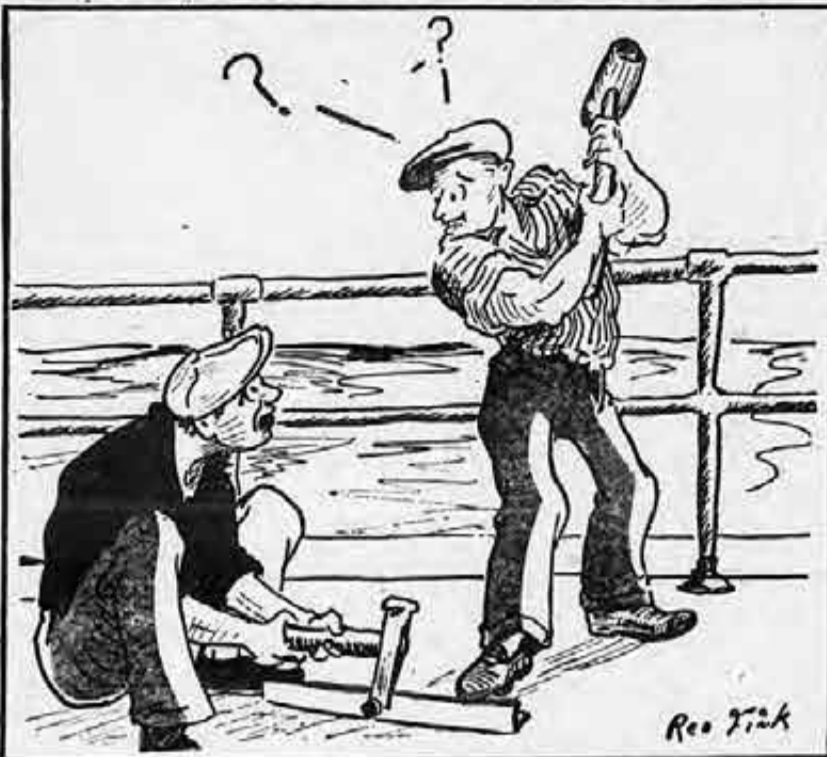
The success of the rescue effort was credited to the fortunate presence aboard the SIU ship of a lady doctor traveling as a passenger. She was put aboard the British tanker Empire Petrel by one of the Advocate's lifeboats.

A radio message from the tanker earlier had sought a doctor to provide urgent medical attention to a crewmember who sustained a bad electrical shock. The Advocate subsequently rendezvoused with the Empire Petrel, put the boat across and idled for an hour while the doctor ministered to the patient.

The whole operation took about an hour while both ships stood by, according to Walter "Bill" Mitchell and Aussie Shrimpton. The British skipper later radioed thanks for the assist, lauding the Advocate's prompt response.



'Sea-Spray' . . . . . By Seafarer "Red" Fink



"When I nod my head, you hit it . . ."

# MTD Key To Unity - Meany

(Continued from page 3)  
new MTD affiliates and reviewed the Department's activities over the past two years, including the fight on runaways, support for the Public Health Service hospitals and other matters. He reported that the organization now has port councils in virtually every major US port—deep sea, inland and Great Lakes—as well as in Canada and on the island of Puerto Rico.

The opening of the St. Lawrence Seaway, he said, offers MTD a unique opportunity to organize the tremendous job potential in that area.

Turning to recent beefs in which the Department was involved Hall praised the close coordination of the SIU Pacific District with MTD port councils on the West Coast. That cooperation, he said, had enabled the SIU-affiliated fish and cannery unions in California to defeat raid efforts by Harry Bridges. He also reviewed the legislative outlook on such matters as foreign-flag transfers, the "50-50" law, cuts in funds for new ship construction and other Government policies toward maritime.

Delegates to the convention passed a number of resolutions dealing with these and other matters. A summary of the more important resolutions appears on this page. Full details will be carried in the next issue of the SEAFARERS LOG.

## Blacklist Spurs NMU Discord

(Continued from page 3)  
tions to three years, to give union officials four weeks' annual paid vacation after a year's continuous service, changes in the trials' procedure for union officers and a \$20 annual dues increase. Sentiment was closely divided on most of these issues at the convention in October, then hailed as ushering in a new era of "peace" and "unity" in the NMU. The misused "unity" slogan has been a standby in the NMU repertory since its days under the control of the Communist Party's waterfront section.

Increasing nervousness over these developments was exposed when the latest issue of the "Pilot" carried the minutes of an NMU national office meeting on Oct. 22, shortly after the convention. The minutes indicated a new clamp-down on public information about NMU operations within the union's own staff, particularly "with respect to interfering in internal politics in the union." In this connection, the convention had taken pains to laud NMU general counsel Herman E. Cooper and his office for "their resolve to stay clear of union policy and program . . ."

## Any Takers?



Prepping for his first match on his return to wrestling, Seafarer Gordon McKinley strikes a pose to show what his opponents will be up against. McKinley was in New York last summer getting back into shape for the season.



OMAR E. CHAPMAN (Boston Shipping), Aug. 4—Chairman, C. Mugar; Secretary, N. Lightell. Port discharges to be given at payoff. Hot water adjusted. See captain about Coca Cola and other items if men request them. Ship's fund \$9.20. One man injured in Pusan. Discussion about transportation for B and C men.  
Nov. 7—Chairman, O. Peterson; Secretary, A. Sadenwater. No LOGs. Repair list completed. Three men injured slightly. Fine cooperation from engineer; AB purchased fine library. Crew warned about conduct before payoff. Ship's fund \$3.55. Few hours disputed at. Suggestion to donate \$1 at payoff to replenish library. Return books when finished reading. Thanks to fishermen for catching 900 lbs. of fish during trip and providing pleasant pastime "watching the lines" and letting the "big ones" get away. Vote

One man missed ship. Suggestion to see HQ re: ship paying off and storing in PR which is against crew's wishes. Suggestion to buy better aerial for TV set. Vote of thanks to steward dept. for job well done.

STEEL ARTISAN (Isthmian), Oct. 27—Chairman, J. Justus; Secretary, D. Grant. No beefs. New washing machine put aboard. Dinner party held at NY from safety award. Ship's fund \$22. Mail situation at various ports discussed. Steward agreed to handle mail where possible.

ALCOA PARTNER (Alcoa), no date—Chairman, J. Davies; Secretary, K. Neumann. Repair list submitted. Return books to library. Place condiments in ice box. Keep pantry clean. Vote of thanks to steward dept.

Nov. 14—Chairman, C. Boyle; Secretary, K. Neumann. One man missed ship in NY. Repair list submitted. Delayed sailing disputed. Keep bathrooms and drinking fountain clean. Raise library shelves.

FRANCES (Bull), Nov. 26—Chairman, none; Secretary, none. No beefs, everything running smoothly. Two wipers involved in 24 hrs. disputed of rei contract—it was no good. Report accepted.

THE CABINS (Texas City Ref.), Nov. 24—Chairman, J. Wagner; Secretary, H. Bentz. New washing machine to be placed aboard. Ship's fund \$3.17. Few beefs—to be settled by patrolman. Vote of thanks to delegate.

DEL VALLE (Miss.), Nov. 11—Chairman, L. Bollinger; Secretary, A. Anderson. Beef to be turned over to patrolman. Ship's fund \$34. Few hours disputed at. Motion to spend \$15 each trip for magazines. Suggestion to have company remove bad 97% flour, corned beef and dried beans—food is bad—should be condemned.

WANG PIONEER (Inter-Ocean), Nov. 15—Chairman, C. Sypher; Secretary, B. Padgett. Few hours disputed at. Cannot obtain American cigarettes from Army in France, will buy them out of bond. Two men hospitalized. One replacement in Liverpool. All garbage and water to be dumped from stern. Steward's deck to be levelled as chair bumps when ship rolls. Members to be properly attired when entering mess hall. Garbage may be dumped on lee side when decks are greasy.

DEL SUD (Miss.), Oct. 27—Chairman, P. Valentine; Secretary, R. Maley. Report from HQs. re: Bull Line, Robin Line, American Coal and Welfare Plan, read. Ship's fund \$243.70. Vote of thanks to organizers for Maggo contract. Need new washing machine.

VALLEY FORGE (Peninsular), Oct. 20—Chairman, M. Hitchcock; Secretary, S. Arales. New delegate elected. Deck and eng. dept's. to alternate cleaning crew wash room.

Nov. 17—Chairman, F. Jones; Secretary, S. Arales. Members urged to put in oil for fire & boat drill held on Sunday. Some repairs made on washing machine. Repairs requested on previous list not made. New mattresses not obtained. Few hours disputed at. All mattresses to be replaced. Vote of thanks to sanitary men for fine job done in keeping laundry and recreation rooms clean.

STEEL MAKER (Isthmian), Oct. 13—Chairman, T. Radich; Secretary, B. Mand. Ship's fund \$12. If ship goes to Bombay coolies will do maintenance work, if not crew will do it. Few hours disputed at. Request more night lunch. Proper attire to be worn in messhall. Keep pantry clean and neat. Meat boxes to be kept locked at all times.

LA SALLE (Waterman), Nov. 3—Chairman, J. Bailey; Secretary, G. Bales. One man hospitalized. Ship's fund \$8.40. One man missed ship in Korea, joined in Moji.

STEEL KING (Isthmian), Nov. 7—Chairman, F. Pasalus; Secretary, T. Rainey. BR's work not satisfactory. Ship's fund \$14. Reports accepted. Discussion on changing BR to another job. Trash not to be thrown on deck.

FAIRPORT (Waterman), Oct. 27—Chairman, W. McBride; Secretary, R. Godwin. One man missed ship. Ship's fund \$24. Request dodger be put on flying bridge. Only minor repairs to be made. Few hours of questioned, will be taken up with patrolman. Cook missed ship, owed money to crew men. Left ship 45 min. before sailing. Motion to appoint committee to draw up resolutions on built-in bunks and retirement plan. Treasurer and reporter elected. Stamps to be purchased for crew; need more ice cream; better fresh fruits; more butter-milk for coastwise trip. Request key deposit be reduced to 50 cents. Vote of thanks to steward dept. for job well done.

ALCOA POLARIS (Alcoa), Nov. 3—Chairman, R. Callahan; Secretary, J. Hannon. New delegate elected. Messhall and pantry to be soured each trip. Need clarification on meals and hours for ordering same.

CHOCTAW (Waterman), Nov. 2—Chairman, W. Lewis; Secretary, J. Katsos. Letter re: Savannah hospital posted. Ship's fund \$3.14. Washing machine to be repaired.

CITRUS PACKER (Waterman), Nov. 18—Chairman, J. Foster; Secretary, none. One man missed ship—claiming illness. Beef to be referred to dept. delegate.

## Digest Of SIU Ship Meetings

of thanks to brother for cartoons about current happenings which were enjoyed by all.

(No date)—Chairman, H. Scholes; Secretary, N. Lightell. Slop chest okay now. Two men injured. Wiper missed ship in Honolulu; one fireman taken off ill in Honolulu. Ship's fund \$9.20. Purchased loud speaker \$10. Magazines and books \$30. Suggestion made for improvement on living conditions. Crew warned about bad liquor and stealing in Korea.

ALCOA ROAMER (Alcoa), Nov. 9—Chairman, C. Stambol; Secretary, R. Kienast. All repairs completed. Report accepted.

ANDREW JACKSON (Waterman), Nov. 3—Chairman, R. Kyle; Secretary, G. Aver. Each department to hold safety meeting and elect a safety delegate. Report accepted. Bench to be built for laundry. Vote of thanks to steward dept. for good chow and service.

COUNCIL GROVE (Cities Service), Oct. 9—Chairman, J. Sweeney; Secretary, J. Mapp. Everything ok. discharged and sailed in record time. Two men missed ship. Fine movies. Report accepted. Check sailing board time when going ashore, don't rely on hearsay.

STEEL ROVER (Isthmian), Nov. 15—Chairman, S. Piaga; Secretary, T. Gasper. Picked up one SUP man at Balboa. Entire ship should be washed down more often. Something to be done about dirty water. Repair list to be made up before arrival in NY. Ship's fund \$20. Few hours disputed at. Reports accepted. Slop chest prices too high. To see patrolman about captain's unwillingness to cooperate at safety committee meeting—should be more democratic. Keep messhall clean. Return cots and linen. Ship to be fumigated.

NEVA WEST (Bloomfield), Oct. 20—Chairman, J. Thompson; Secretary, W. Geis. Dirty water not to be dumped in laundry sink. New spigot to be installed in laundry. Ship's fund \$7.25. Purchased cigars. Few hours disputed at. Screen doors to be kept closed in port. See mate re: keys for quarters. Repair list to be checked for further repairs. One brother hospitalized in Bremen, Germany, for operation.

SEATRAN TEXAS (Seatrains), Nov. 16—Chairman, M. Chapman; Secretary, R. Hannibal. Ship's fund \$97.15. Approx. 200 hours disputed at. One man missed ship. Reports accepted. Hold payoff until patrolman gives ok. Vote of thanks to steward dept.

OCEAN DEBORAH (Maritime Overseas), Nov. 2—Chairman, D. Maskell; Secretary, J. McElroy, Jr. Request for coastwise payoff granted; paid off at NO before signing foreign articles. Captain will not change 4 PM F&B drill to earlier time but cooks will be excused. Draws in foreign ports will be held down to exactly what is due. Screen doors will be installed to keep natives out. Repair lists to be submitted. Traps for rats which came on with corn meal and flour cargo will be set. Safety meeting to be held—delegates to be department safety representatives. Ship's fund \$27. Few hours disputed at. Coffee cups to be placed in sink after use. Request for covered coffee container. Discussion on garbage disposal in port. Throw orange peels, etc. over side, not on deck.

OCEAN JOYCE (Maritime Overseas), Oct. 20—Chairman, J. Reibsch; Secretary, M. Magal. Refrain from drinking and performing at sea. Ship's fund \$4.

MORNING LIGHT (Waterman), Oct. 27—Chairman, M. Cooper; Secretary, H. Bishop. All fo'ble decks painted. Slicing machine installed in galley, TV to be purchased. Repair list submitted. Vote of thanks to steward dept. for job well done.

Nov. 13—Chairman, N. Cooper; Secretary, W. Morse. All repairs made. New TV purchased. Ship's fund \$53.

### LOG-A-RHYTHM:

## The Advertising Whirl

By John Wunderlich

I pick up a magazine.  
What do I behold:  
Have you got athlete's foot?

I view an alluring beauty,  
Such dainty feet;  
Fathomless bedroom eyes.  
Do you suffer from piles?

Such a loveable figure;  
Perfectly moulded,  
Softly rounded,  
A conviction, I'm sure  
Of results.  
An intimate acquaintance,  
Expensive, but interesting.

Turning pages,  
I have continued encounters  
With sex,  
In various poses.

Use Dr. Nonsense skincream,  
The cream of perfection;  
Million blemishes vanished,  
They all will be banished.  
So will your skin.

Legs of Venus,  
Lips of Cupid,  
Hair of Diana,  
Bust of who?  
An overdeveloped Amazon.

Test Painful.  
The new method;  
Cleanse your liver,  
It needs it.  
Painful will do it  
If not.  
Well,  
We'll buy you another one.

Am I not beautiful?  
Do you desire a smile  
Like mine?  
Brush your teeth.  
You too can smile.

Do you believe?  
I do.  
In What?

## Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make the work tougher for your shipmates.

You should know.  
Send a Dollar;  
We promise nothing.

Woman and shoes,  
Cars and piles,  
Oil and creams,  
Plus sex.

Guaranteed perfect.  
The best on Earth;  
Even on Mars  
And Saturn, too.  
Try our saving plan:  
We buy, we sell.  
Three golden balls.  
Advertisement.

## RECENT ARRIVALS

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

Andrea Mary Adams, born September 30, 1957, to Seafarer and Mrs. Andrew J. Adams, Baltimore, Md.

Janice Lynn Atkins, born November 16, 1957, to Seafarer and Mrs. Marion J. Atkins, Nashville, Ga.

Cheryl Lynne Crawford, born September 15, 1957, to Seafarer and Mrs. Willow L. Crawford, Covington, La.

Mary Ellen Diaz, born November 12, 1957, to Seafarer and Mrs. Carlos E. M. Diaz, Yonkers, NY.

Loni Jean Kaust, born November 14, 1957, to Seafarer and Mrs. Casmier A. Kaust, New York City.

Andres A. G. Medina, born No-

vember 8, 1957, to Seafarer and Mrs. Antonio Gonzalez, Playa Ponce, PR.

Thomas Theodore Lamb, born September 28, 1957, to Seafarer and Mrs. Elmer E. Lamb, Harbor City, Calif.

Nicholas Perez, born October 23, 1957, to Seafarer and Mrs. Idelfonso N. Perez, Baltimore, Md.

Stephen James Thompson, born October 17, 1957, to Seafarer and Mrs. James C. Thompson, Savannah, Ga.

Jules Wetzell, born October 3, 1957, to Seafarer and Mrs. Lloyd J. Wetzell, New Orleans, La.

Raymond Barry Young, born November 5, 1957, to Seafarer and Mrs. Charles A. Young, Lake Charles, La.

Clinton Elroy Fillingim, born

November 4, 1957, to Seafarer and Mrs. Tommy R. Fillingim, Chickasaw, Ala.

Luz Evelyn R. Cuebas, born October 29, 1957, to Seafarer and Mrs. Eusebio Rodriguez, Mayaguez, PR.

Kenneth Lamar Stokes, born October 31, 1957, to Seafarer and Mrs. Wilton H. Stokes, Mobile, Ala.

Jaye Benedict, born November 4, 1957, to Seafarer and Mrs. John Benedict, New Orleans, La.

Norwood E. Geno Jr., born November 8, 1957, to Seafarer and Mrs. Norwood E. Geno Sr., Mobile, Ala.

Stephen Spencer Groth, born July 21, 1957, to Seafarer and Mrs. John David Groth, Baltimore, Md.

San Anthony Negron, born October 3, 1957, to Seafarer and Mrs. Cruz Negron, Bronx, NY.

## Last Rites For Shipmate



Crewmembers aboard Philip Mazzei, West Coast ship, prepare for burial at sea of 'Bobo' Keating, oiler, who died in his bunk on trip to France. Burial was three days out of Newport News.

## 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.

Clarence T. M. Thibodeaux, 43: A liver ailment caused the death of Brother Thibodeaux on October 8 in New Orleans. A resident of that city, Brother Thibodeaux sailed in the steward department and became a full member of the Union on December 8, 1955. Burial took place in Westlawn Memorial Park Cemetery, Jefferson Parish, Louisiana.

Jose Gimenez, 36: Brother Gimenez died in his home in Bahia, Cattano, PR. He had sailed in the engine department and had been a full member of the Union since September 8, 1944. Surviving him is his wife, Elena Gimenez. Place of burial is not known.

Hilmar N. Bjork, 66: Brother Bjork died of a respiratory tumor on November 13. He sailed in the deck department on SIU ships and became a full member on January 6, 1945. Surviving him is his sister, Mary Roeger, of Cornwell Heights, Pa. Place of burial is not known.

George Brown, 51: Brother Brown died of unspecified natural causes at Manhattan General Hospital in New York. He was one of the Union's original members, joining on November 30, 1938, and sailing in the engine department. Burial took place in Evergreen Cemetery, Brooklyn, NY.

Frank T. Barenthin, 34: The crash of a Venezuelan airline plane off Asbury Park, NJ, caused Brother Barenthin's death on June 29, 1956. He had been a full member of the Union since November 14, 1955, and sailed in the engine department. He is survived by his wife, Bessie Lee Barenthin, of Texas City, Texas. His body was not recovered.

Harry S. Sullivan, 51: A fractured skull suffered in an accident caused the death of Brother Sullivan at Johns Hopkins hospital in

Baltimore. A resident of Chicago, Brother Sullivan held a full book since September 9, 1951. He sailed in the deck department. Burial took place at New Cathedral Cemetery, Baltimore, Md. Surviving is his sister, Mary E. Kelley of St. Louis, Missouri.

## Personals And Notices

Roy S. Theiss  
Please contact your brother John M. Theiss at 402 E. Holmes St., Huntsville, Alabama. It concerns your gear in the NY house which has been sold.

John W. McCauley  
Please contact your wife at 120 Welborn Circle, Easley, SC.

William C. Dawley  
Your mother would like you to get in touch with her at 835 Tyler St., Eugene, Oregon.

Joseph P. Bramley  
It is important that you contact P. J. Madden at Bay Road, Riviera Beach, Pasadena, Md.

Eddie Johnsen  
ex-Plymouth Victory  
Your eyeglasses have been turned in to the New York mail room. Please make arrangements to pick them up or have them sent to you.

Ralph Hampson  
Get in touch with Frank Semple or John Broderick at Broderick Motors, 120 New Park Ave., Hartford, Conn.

Keith Donnelly  
Contact your wife immediately. It is very urgent.

Leroy Bewig  
Your personal gear left aboard the SS Grain Trader is being held for you in the baggage room of the Seattle Hall.

Edward D. Quartel  
Please get in touch with Rose Gonzales at MAIn 5-7904.

James Shortell  
Jack Guard lost your address and would like you to contact him at 3150 Franklin Street, San Francisco, California.

Johnny King  
It is important that you get in touch with your daughter, Patricia Ann, at 8301 Mark Street, Tampa, Fla.

Byron C. Slaid  
Your union book has been forwarded to the New York headquarters mail room by the Post Office Department. Please contact Headquarters regarding it.

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## Sea Pay Minor Ship Cost Item, Operator Says

The shipowner who never tires of blaming his business headaches on seamen's wages may have to find a new whipping boy now. This free bit of advice comes from none other than Lewis Lapham, president of the Grace Line.

In a recent speech to a group of marine underwriters, Lapham said the main reason why many freightship operators were in the red and others were going out of business altogether was the cargo-handling costs that already amount to more than half of all voyage expenses today.

He indicated that seamen's wages and subsistence alone, despite the outraged cries of the shipowners at contract negotiation time, amounted to perhaps 10 percent of the total.

The Grace spokesman emphasized that "new medicine" for the industry, like the "lift-on-lift-off" containerships recently introduced by Pan-Atlantic Steamship, represent the industry's best hope. The containerships, which carry their own cranes for fast loading and discharging of trailerloads of cargo, call for minimum cargo-handling costs. They have an added advantage over so-called "roll-on-roll-off" ships in not needing costly terminals.

Such ships can make more trips per year than the conventional freighter, take a fraction of the time to load and unload and cut costs due to damage and handling considerably, he pointed out. Since the cargo is already packaged in trailers, it can be driven right off the dock to its destination within minutes.

Figures cited by Lapham totaled \$17.88 in expenses per ton of cargo, of which \$3.04 represents not only crew wages and subsistence, but vessel maintenance and repair, stores, supplies and equipment. The \$3.04 figure represents 17 percent of the total expense. Crew wages and subsistence, then, probably account for 10 percent of the total.

Contrasting this, he cited a figure of \$9.94 for cargo-handling costs. Other figures making up the total

are \$1.49 per revenue ton for fuel oil, 55 cents for hull and machinery expenses and insurance, 20 cents for cargo damage claims and \$2.88 for port expenses and canal tolls, according to Lapham. The 20-cent item for cargo claims can probably be added to the cargo-handling cost as well.

Most of these costs, except for the wage item, are the same for foreign-flag as well as American ships. On the runaway-flag ships under Liberian, Panamanian and similar tax haven registries, the shipboard wage bill probably runs two to three percent of the overall voyage expense, with average wages running under \$100 per month.

This explains the eagerness with which American-flag operators have switched their ships, while retaining the same type of freight operation as before. New or converted vessels mean large investments today, and the time lag for construction or modernization not only cuts earnings but also provides no assurance of potential gain.

## Tanner Serves As Fact-Finder In Bus Strike

MOBILE—Efforts by a fact-finding committee which included SIU port agent Cal Tanner have produced a resumption of negotiations between striking drivers and bus operators in this port city.

Tanner was appointed as the labor member of the five-man panel by Mayor Joseph Langan. The committee, including one representative of management, two businessmen and a labor relations consultant, was named in an attempt to find a solution to the three-week-old bus strike.

Negotiations broke down over the operators' offer of an 18-cent hourly wage increase in a new two-year contract with no work guarantees for bus mechanics. When the fact-finding panel began studying the dispute, both sides agreed to make another try at negotiations. Tanner subsequently left to attend the SIUNA executive board sessions in Atlantic City.

Meanwhile, the shipping outlook continues to be slow. Pan-Atlantic has temporarily cancelled the crewing of two "piggyback" tankers and moved them to the Gulf shipyard in Chickasaw. The company is expected to get some trailer cargo for them soon and will crew up then.

The Fairland, latest of the converted C-2 boxships being readied by P-A, is expected to take on a full crew and enter the coastwise trailership service within a few days. Aside from these developments, the port remains quiet.



## SIU Marks Turkey Day In Style

Enjoying holiday dinner together while dad's on the beach in NY, Seafarer & Mrs. F. Jensen dig in on the big spread. The children (l to r) are Curt, Kevin and Kent. Over 600 Seafarers and families attended the NY fete.



Little Nick Colonna gets an assist in hoisting aboard his dinner from Mrs. Colonna (left), at SIU cafeteria in NY. Nick is the grandson of Seafarer Steve "Skippy" Guszynski (not shown). At right, Seafarers J. P. Shuler and Cliff Wilson help out some of the younger set.



In galley, chef Al Clark (left) and cook Bill Frezza ready more turkeys. Out front, SUP brother Jay Evans does some acrobatics with loaded tray as he prepares to sample traditional holiday fare.



Cross-country at the Thanksgiving dinner held at the Sailors Union hall in San Francisco are Seafarer Arthur Pizarro (holding Rebecca Diaz) and his family. Pictured (l to r) are M. Diaz, Robert Diaz, Arthur Pizarro Jr., Moreen Pizarro, and Mrs. Rhoda Diaz, Pizarro's sister.

**SEAFARERS PORTO'CALL**

IN NEW YORK 675-A 4th AVE.

IN BALTIMORE 1216 E. BALTIMORE