

**IN THIS ISSUE**

HOW TO QUALIFY · HOW THE PLAN WORKS  
DIGEST OF BENEFITS · SURGICAL SCHEDULE

## SIU WELFARE PLAN SUPPLEMENT

Vol. XIX  
No. 22

# SEAFARERS LOG

Oct. 25  
1957

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



**Governor Visits.** Governor Luis Munoz Marin of Puerto Rico (left) is welcomed on visit to SIU headquarters by Seafarer Jose Del Valle Reyes (right). Sen. Ramon E. Bauza (center) accompanied him. (Other photo on Page 16).



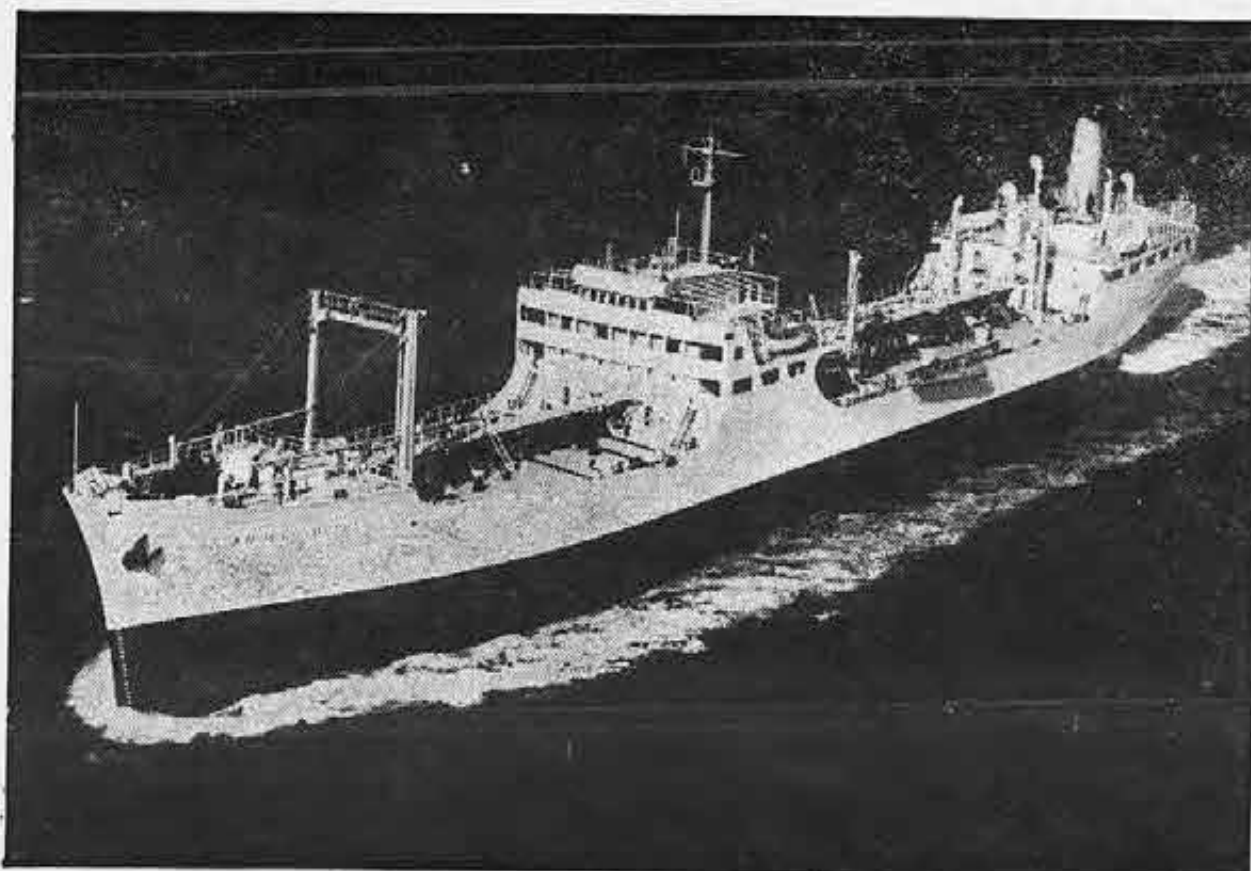
**It Hurts.** Steve Kong (left), son of Seafarer Wong Kong, bravely shows spot where a lab technician at the SIU medical center took a sample of his blood. Big brother David looks on. SIU families now qualify for exams at the center.

# SIU STRIKERS WIN DEMANDS ON LA. TUGS

—Story On Page 3

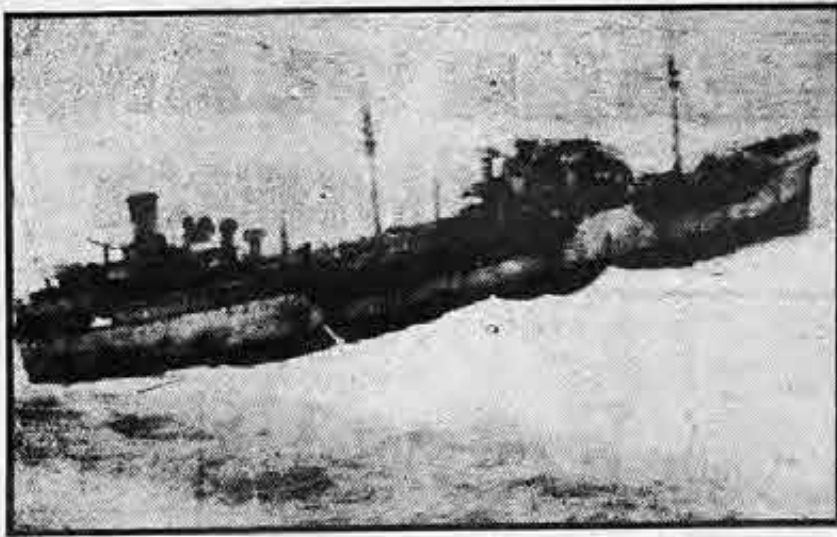
## Ask Appeal Ruling As Bull Ships Sail

—Story On Page 2



**Floating Winery.** Now completing her first round trip from the West Coast the SIU Pacific District-manned wine tanker Angelo Petri is shown enroute to Port Newark, NJ. She is slightly larger than a T-2 and carries 2½ million gallons of wine each trip. The ship is said to be the first of its kind under the US flag. (Story on Page 10.)





Hung up on Maro Reef is the tanker Mission San Miguel, which ran aground 745 miles northwest of Honolulu last month. The 45-man crew were rescued by Navy air and sea craft.

### Save Tanker Crew

SAN FRANCISCO—All 45 members of the crew of the tanker Mission San Miguel were reported safe aboard a Navy ship after the vessel ran aground and broke up on a submerged Pacific reef. The unlicensed crewmen are members of the Sailors Union of the Pacific.

#### Hit Maro Reef

The tanker, operated by the Joshua Hendy Corporation for the Navy, hit Maro Reef, about 745 miles northwest of Honolulu, while inbound to Seattle. Attempts to

keep the ship intact were unsuccessful as sea water submerged the pumps and started flooding the engine room.

A Navy LST took off the crew after a 13-hour search by Navy planes spotted the ship with her bow up in the air and the stern down low in the water.

# Bull Ships Sail, Unions Await Action On Appeals

The next development in the Bull Line strike situation now rests with the US Circuit Court of Appeals. A Federal District Court judge caused removal of picket lines manned by mates and engineers on Monday, October 21, when he signed a temporary order against the Masters Mates and Pilots and Marine Engineers Beneficial Association.

The officers' unions undertook an immediate appeal to the next higher court. Similarly, the Court has already heard an appeal from the SIU relative to an injunction issued against the SIU back on October 1, and a decision is pending on that action.

#### Crews Return

Meanwhile, both unlicensed crewmembers and officers are returning to the four ships tied up by the strike in New York and two others in San Juan. Unlicensed crewmembers started going back as soon as the officers' picket lines were removed.

The Kathryn is scheduled to sail today for San Juan, with the Carolyn and Jean, now in San Juan, expected to leave today or tomorrow. The other three ships, the Frances, Elizabeth and Beatrice, will probably pull out early next week.

#### To Renew Strike

Herbert Daggett, president of

the Marine Engineers Beneficial Association, said that should the Court of Appeals reverse the order issued by Judge Walter Bruchhausen, the strike against Bull Line would be resumed immediately by his union.

The SIU had a hearing October

8 on its appeal against the earlier injunction and a decision should be forthcoming in the near future.

The SIU struck Bull Line on August 19 after many weeks of negotiation had failed to produce an agreement. The Union had demanded a 20 percent wage increase for all ratings plus West Coast overtime and penalty scales.

#### Co. Turns Down Officers

The two officers' unions, which had been negotiating separately with the company, hit the bricks two days later when the company flatly rejected their wage demands.

Judge Bruchhausen had issued his order against the SIU effective October 1 after which SIU pickets were withdrawn, but the two officers' unions continued their strike against the company. The order barring SIU pickets, issued under the Taft-Hartley Act, did not affect the officers.

## Study Health Centers For SIU Ports

Extension of SIU health center services to the ports of Baltimore, Mobile and New Orleans is now being studied by headquarters and the SIU Welfare Plan. The services involve free medical examinations and diagnostic service for Seafarers and members of Seafarers families.

At present, the SIU Welfare Plan operates the New York health center and has long-range plans for building similar centers in the other three major ports.

In anticipation of the construction of the centers, plans are now under consideration involving contract arrangements with local hospitals or other medical facilities in the three outports. These local facilities would offer the examination and diagnostic services pending construction of the SIU Welfare Plan's own centers.

Further details on the health center program will be carried in future issues of the SEAFARERS LOG.

## US Mates Win Right To Pilot All Lakes Ships

CLEVELAND—A one day strike by the Masters, Mates and Pilots against foreign-flag ships has ended successfully with agreement that some US pilots would be hired to handle foreign-flag vessels on the Lakes.

The strike tied up 13 ships at three Lakes ports. Longshoremen, members of the International Brotherhood of Longshoremen, respected the MM&P picket lines.

#### Agreement Reached

As a result, agreement was reached to assign some United States pilots to the pilot pool at Kingston and Montreal, where ships entering the Lakes usually pick up their pilot. At present, there are 46 pilots in the pool.

Eventually, the agreement calls for a build-up of US pilot numbers until half of the pilots in the pool are US citizens. The agreement was negotiated with the Shipping Federation of Canada.

## Raider Curran Hits Raids

A familiar pattern he learned in the 1930's emerged from the NMU convention last week as NMU President Joseph Curran attempted to cover up his union's strikebreaking and raiding activities. The convention passed a resolution solemnly denouncing such actions and calling for AFL-CIO punishment of violators, while the NMU pressed its raid on Robin Line and continued its support of District 50 on the American Coal Ships.

The resolution called on the Federation to amend the ethical practices code to provide for possible expulsion of unions who raid other members of the

Devoting a long, involved resolution to the NMU attorney, Herman Cooper, the NMU convention approved a document lauding Cooper for "outstanding legal advice and assistance..." The resolution placed heavy emphasis on divorcing Cooper from NMU policy-making, stating that he left "union policy and program to our officers and membership."

The emphasis may derive from the bitter criticism fired at Cooper by Curran's opposition in the last NMU election. At that time, the opposition accused Cooper of "ruling" the NMU and of dictating the decision to open NMU hiring halls to all comers.

Another aspect bearing on the resolution was noted by John Herling, editor of "John Herling's Labor Letter." He pointed out that Curran has been repeatedly blasting the McClellan Committee; even more so than unions that have been committee targets. Cooper had been questioned recently by the committee in the course of the investigation of the bakers union.



Federation and permit themselves to be used by employers to break strikes. It was one of a number of interesting developments at the convention, which included an impassioned defense of Curran's policies on longshoremen and other issues.

Actually, if the AFL-CIO were to follow the procedures suggested in the resolution, then the NMU would have to be brought up on charges for strikebreaking against the licensed officers' unions in the coal beef and for its raid against SIU on the Robin Line ships.

Here, in brief, is what the NMU convention put on record on the subjects of raiding and strikebreaking:

- "...raids between AFL and CIO unions are destructive of the best interests of the unions... and... of the entire trade union movement..."
  - "...there are 'unions' which engage in strike-breaking activities... These activities are those of the enemies of the trade union movement..."
- Curran refers to unions in this category as not worthy of being called a trade union.

NMU's raid on Robin Line followed 17 unbroken years of SIU representation in this fleet. The SIU signed its contract in 1940 after the men in the fleet voted for the SIU 199 to one. With the sale of the fleet to Moore-McCormack, the NMU has been bending its energies to oust Seafarers from the ships and take over the jobs for NMU.

#### Putting Squeeze on Seafarers

These NMU tactics include: prevailing on the company to hire NMU men exclusively as replacements on Robin Line ships; sending letters to Seafarers on the ships urging them to desert their union and join the NMU; opposing the right of Robin Line crewmembers to vote by secret ballot for a union of their own choosing; utilizing the ma-

chinery of the National Labor Relations Board to forestall an election.

If this isn't a raid then the NMU doesn't use the same dictionary as the rest of the labor movement.

NMU strikebreaking has been equally well-established. When the Masters, Mates and Pilots and Marine Engineers Beneficial Association struck the American Coal ships, NMU members, on orders from their union, walked through the picketlines. They took the ships out under officers recruited off the streets by a company union, District 50.

This resolution and others are either thinly



veiled or open attacks on the SIU and its leadership. For example, the "no-raiding" resolve contains a "Don't Criticize Big Joe" clause. Those who engage in "vilification" of the "leadership" of unions are equally guilty, Curran says, and should be brought to justice. It doesn't take any reading between the lines to find that Curran is extremely desirous of preventing the SIU from bringing the facts of his career and current activities out into the open.

In a similar vein, the convention passed another resolution assailing AFL-CIO President George Meany as "presumptuous" for disagreeing with Curran. Meany's "crime" in Curran's eyes was dressing Curran down for the latter's sabotage of the AFL-CIO campaign on the New York waterfront.

## Amer. Mail Seeks Atom Waste Pact

SAN FRANCISCO—Crewmembers on American Mail Line ships may soon be riding with a new cargo—radioactive waste. The company has applied to the Atomic Energy Commission for a license to dispose of radioactive waste on behalf of Boeing Aircraft, a large national defense supplier of aircraft, missiles and other military products.

It has been the practice up until now to pack radioactive waste in leak-proof lead containers and dump the containers at sea. The requirements call for the materials to be jettisoned at a minimum distance of 150 miles off the continental shelf and a minimum sea depth of 1,000 fathoms.

The ship handling the waste has to supply the Atomic Energy Commission with information as to the time, date and location at which the waste is dumped overboard.

Crewmembers of American Mail Line ships are supplied by the SIU's Pacific District.

### Shorthanded?

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

## SEAFARERS LOG

Oct. 25, 1957 Vol. XIX No. 22

Burly	14
Final Dispatch	11
Inquiring Seafarer	10
Labor Roundup	7
Letters	12, 14
Recent Arrivals	15
Seafarers In Hospitals	12
Seafarers In Action	15
Shipping Roundup	10
Your Dollar's Worth	7

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL-CIO, 675 Fourth Avenue, Brooklyn 22, N.Y. Tel. HYacinth 9-4600. Entered as second class matter at the Post Office in Brooklyn, N.Y. under the Act of Aug. 24, 1912.





## How Strikes Are Broken

WINCHESTER, Va.—The anti-union bias of the Taft-Hartley Act was demonstrated last week when the National Labor Relations Board conducted an election which deprived striking rubber workers of their right to vote. The bargaining election, by excluding 300 striking workers at the O'Sullivan Rubber Heel Company, was aimed at crushing the 17-month-old strike against the company.

The election was held among strikebreakers working in the plant since the walkout began. They voted 288 to 5 against the union. Its obvious intent was to decertify the United Rubber Workers Local 511. That union was recognized as bargaining agent for O'Sullivan workers early in 1956 in an NLRB election in which only two votes were cast against the union.

The URW members voted in favor of a walkout early in May, 1956. Again, there were only two dissenting ballots. Since the walkout, O'Sullivan has failed to bargain with the union and hired strikebreakers from neighboring states. It was these strikebreakers who were permitted to vote in the election.

The NLRB denied the striking workers their right to representation of their choice under section 9 (c) (3) of the T-H. That provision states that "employees on strike who are not entitled to reinstatement shall not be eligible to vote." This section has been continuously under fire from labor and political leaders as the most unfair provision of the 10-year-old Act.

President Eisenhower, campaigning for his first term in 1952, recognized that the law might be used to break unions. "That must be changed. America wants no law licensing union-busting and neither do I," he promised.

When Taft-Hartley revisions were considered in 1953, it was the position of organized labor that this section be repealed and that strikebreakers be denied the right of determining whether or not workers will be represented by a union of their choice. This, they argued, would be in accordance with the promotion of full and free collective bargaining. Unions have been unable to win revision of the act on this issue.

# La. Tug Co. Yields \$75 Wage Boost After 4-Day Strike

NEW ORLEANS—Ending a four-day strike, SIU negotiators signed an agreement with Magco Towing Company, Inc., here October 12, winning for towboatmen involved the highest wage scale in this phase of the industry on the Gulf Coast.

The SIU's Harbor and Inland Waterways Division was certified by the NLRB as bargaining representative for Magco employees September 5, 1957, after Magco towboatmen at New Orleans and Lake Charles voted by a greater than 2 to 1 majority for SIU-HIWD representation.

Efforts by the SIU's negotiating team to reach an agreement with

company representatives reached a stalemate. When an October 7 deadline passed without further bargaining talks scheduled, the Magco men hit the bricks early October 8. The striking towboatmen were supported solidly by SIU A & G men and by SIU-HIWD members in the port, who voted unanimously in their regular membership meeting October 7 to support the strike should the negotiating committee find such action necessary "to win a decent and honorable agreement."

The strike also was supported by members of Teamsters Local Union 270 employed by the Magnet Cove Barium Corporation (Magcobar). Magcobar produces drilling mud and other essential chemicals at a big plant on New Orleans' Industrial Canal for Louisiana's tidelands oil exploration and production industry.

Magco tows exclusively for Magcobar and has an office and a dockside terminal at the Magcobar plant, in which plant workers are represented by Teamsters Local 270. The plant was shut down for the duration of the strike as Teamster plant workers respected the SIU picket line.

### \$75 Month Wage Boost

Wage increases provided in the agreement range up to \$75 a month. Rates of pay provided in all classifications are the highest paid in this specialized towing field in the Gulf area.

Economic gains, measured in terms of increased wages and shorter work schedules resulting from the SIU-HIWD campaign, ranged from \$41.50 a month for deckhands to \$108 for captains and \$115 for mates, the latter being the rating in which the greatest inequities existed prior to SIU-HIWD representation.

In addition to wage increases, the agreement also provides for

coverage of Magco men and their families by the SIU-HIWD welfare plan.

### Other Gains

Other principal gains won in the new contract include:

- Two weeks annual vacation.
- Seven paid holidays annually.
- Vastly improved shipboard living and working conditions.
- Job security guaranteed by broad seniority provisions and a comprehensive grievance and arbitration procedure.
- Union shop and other union security clauses.
- A medical examination procedure providing for exams by company physicians and the US Public Health Service with Oschner Clinic in New Orleans to serve as a referee at the company's expense in case of disagreement.

## NLRB Investigating SIU Charges Against Coal Co.

Investigation of unfair labor practice charges filed by the SIU against American Coal Shipping is making headway. A National Labor Relations Board field examiner has been exploring the numerous instances of company discrimination against the SIU and favoritism for the NMU which have taken place in the course of the beef.

No activity has been reported in the last couple of weeks on the crewing of ships with two ships, the Cleveland Abbe and Martha Berry, in indefinite lay-up in Norfolk. These two ships had a heavy overall SIU majority.

The company has refused to indicate whether it would give Abbe and Berry crewmembers preference on rehiring when and if the ships come out of lay-up. When the Coal Miner crew was laid off recently, and subsequently rehired, such preference was given. A third vessel, the Casimir Pulaski, has been delayed in Italy for almost four weeks and is apparently in no hurry to get back to the States where cargoes may be scarce.

### Seeks Scrap Cargoes

In its hunt for cargo, the company has filed a second bid with the Federal Maritime Board for an exception to its charter which would permit it to carry scrap. The terms of the Government charters limit the company to the coal trade exclusively. Tramp shipowners and several private operators are reportedly protesting relaxation of



SIU oldtimers taking part in the coal beef pause for coffee break on Thomas Paine en route from Le Harve to Rouen. They are (l-r): P. Gladden, AB, and Fred Blankenberg, AB Maint. F. Delapenha, BR, has back to camera.

the charter terms while there are privately-owned ships available for the trade.

The unfair labor charges deal with several types of discrimination. One group relates to the unjustified firing of a large number of SIU men. The company went in very heavily for this tactic for a while. Other charges relate to the rehiring of NMU men who had already been fired by ships' officers. In one instance, the company rehired three NMU engine department men and demoted the chief engineer who had fired them.

### Violated Court Order

Company violations of the court order under which the crews are hired are also the subject of SIU charges. In one case, the NMU failed to submit a list of applicants for a specific ship as required by the hiring order. The company permitted the NMU to substitute

a list drafted for another ship.

The SIU also charged that Seafarers who were fully qualified for jobs were denied employment on various meaningless technicalities. NMU men, who were non-qualified, were hired in many instances over the protests of the SIU as the company leaned over backwards to give the NMU a helping hand.

### Denied Equal Time

Various other instances of discrimination are specified in the charges including giving the NMU extra time to meet requirements and denying equal time extensions to the SIU.

The findings of the Board on these charges will have an important bearing on the outcome of the beef. For instance, if the Board rules that fired Seafarers have to be reinstated, it would change the relative strength of the competing groups on the ships.

## Pacific SIU Fights Raid By Bridges

LOS ANGELES — West Coast seamen are meeting Harry Bridges' latest raid on SIU fishermen head-on amid threats of a coastwide shipping tie-up by Bridges' longshoremen.

Despite all the recent "unity" talk put out by Bridges and his International Longshoremen's & Warehousemen's Union, neither the fishermen nor the deep-sea sailors have been taken in. The sardine fleet is still operating despite ILWU pickets "protesting" a contract gained after a two-week strike by the SIU Seine & Line Fishermen's Union. Actually the contract pitch is a cover-up for a Bridges move to take over the fishing fleet.

### Back SIU Fishermen

All of the SIU Pacific District unions, including the Sailors Union, Marine Firemen and Marine Cooks, plus the SIU Cannery Workers Union, the Southern California MTD Port Council and the Maritime Trades Department in Washington are supporting the SIU fishermen. Matching the Bridges' threats, members of the SUP, MFOW and MCS here are refusing to work overtime in port on Pacific Maritime Association vessels, in turn cutting out overtime work for the longshoremen.

The dispute arose after the Seine & Line Fishermen's Union struck for an increase in the price paid by the canneries to the boatowners and won a boost to \$55 per ton. The ILWU Fishermen's Union, Local 33, then put in a bid for \$80 a ton which admittedly could drive the canneries right out of business. ILWU pickets then unsuccessfully attempted to tie up the SIU fishing fleet. About 100 boats are said to be involved.

## 'Frisco On Slow Bell

SAN FRANCISCO — Shipping slowed down in this port with only a couple of vessels calling into the area. There were no vessels paying off during the past period, while only two, the Ames Victory and the Coe Victory (Victory Carriers), signed on.

The Flomar, Calmar (Calmar), Hurricane, Young America, Yaka (Waterman), and the Steel Executive (Isthmain) were in port to be serviced. All vessels were reported in good shape with no major beefs, according to SIU port agent Marty Breithoff.

## Six Transfusions Paid By Plan

Families of Seafarers qualified for benefits under the SIU Welfare Plan can now obtain up to six blood transfusions during each hospital stay, not just five as reported in the last issue of the LOG. Transfusions will be covered at the rate of \$20 each up to a maximum of \$120, apart from all other benefits. Among the other new benefits under the SIU plan are the elimination of the "\$50 deductible" provision covering hospital-surgical claims, retroactive to October 1, 1957. Seafarers will still have to pay the first \$50 of hospital charges on claims filed before that date. Under the change, the plan now covers all charges up to the specified limit in benefits.





Crew of the Steel Artisan (Isthmian) celebrates the safety award presented to the ship last month. Seafarers include Joe Justus, Lee Curry, safety committee chairman; Bill Linker, Ray Brown, Harry Geire, Frank Buhl, Jim Libenz and Harry Benner, ship's delegate.

## Banquet Proves Safety Pays Off

"That," announced Harry Benner as he leaned back in his chair, "was what I call a good steak." Fellow Seafarers from the Steel Artisan who were cleaning their plates at a crew banquet heartily agreed with him.

The occasion for all the steaks and appropriate beverages was the hospitality of the Isthmian Steamship Company. The company had presented the crew with a \$250 cash award for a three-month accident-free record. Actually, Benner said, the ship has not had a lost-time accident in the past five months.

### What to Do?

Benner was ship's delegate on the Artisan when the company made its surprise award. Naturally

the crew was happy to be honored, he said, but the award started a number of lengthy discussions as to the best way of disposing of the dough.

### Suggestions Fly

For a while suggestions flew as thick and fast as flies on a monkey, but after talking it over, the crew decided they would have a night on the town. Even the bookworms aboard were satisfied, Benner reported, as there was enough left

over to provide the ship with a slew of new magazines.

Ship's safety chairman Lee Curry declared that the award system would help cut down ship-board accidents. "It gives the gang more incentive to be careful in the future."

As for the next award, Curry said, "I think we have a month's clean record already, and will certainly try to come through the next two ship-shape.

## Azalea City Takes Crew; Ready For 'Lift-On' Run

MOBILE—Conversion of Pan-Atlantic's Azalea City into a trailership was completed early this week and she took on a full crew for a trial run up to Newark. The vessel, the second to undergo conversion, is expected to join the Gateway City in the Miami-Houston coastwise trailer trade soon after its tests. Another Pan-Atlantic vessel is nearing completion and should crew up within a month.

It has been a very good period on the shipping side. The men on the beach are taking advantage of the number of berths available and the increasing number of relief jobs being filled around the port and are being very choosy before shipping out.

There has been much discussion among the men here concerning the new welfare benefit gains, reports Cal Tanner, port agent. The recent elimination of the fifty-dollar deductible feature covering hospital-surgical benefits and the increased number of blood transfusions available under the plan came in for a lot of favorable comment.

The Mobile branch and its membership wish to extend their sympathy to the family of Brother Lesley Joyner who recently passed away. Brother Joyner had been shipping out of this port for years and was well known here.

There were 16 vessels in port during the past two-week period. The ships paying off, signing on and in transit included the Alcoa Planter, Alcoa Pioneer, Alcoa Cavalier, Alcoa Clipper, Alcoa Polaris, Alcoa Partner, Monarch of the

Seas, Claiborne, Madaket, Citrus Packer (Waterman); Steel King, (Isthmian); Del Alba, Del Norte (Mississippi); Ocean Deborah (Ocean Trans.) and the Longview Victory (Victory).

Next period, Tanner predicted, should be just as good. There are 12 vessels expected in during that period so far, and a couple of Waterman vessels are due to hit the Gulf area. They might come to Mobile for payoff.

## Pursers Pay 1st Pensions

The first pension awarded by the SOA pension plan was presented last month to a retiring member of the SIU-affiliated Staff Officers' Ass'n. The benefit was the first that a ship's purser has ever received under a union-established pension program.

The recipient of the benefit is J. Warren Bergen, who retired on October 1 after 12 years as a purser. Bergen's benefit will be \$70 a month.

The SOA Pension Plan was established in June, 1957, and is maintained by employer contributions. It pays normal, reduced, early retirement and disability pensions, up to a maximum of \$100 a month.



**A**N all-too-common accident in the black gang is the flareback which takes place on occasion after lighting off a burner. The procedure for averting flarebacks is simple enough. A) You stand to one side with your face turned away as much as possible; B) You keep your shirt on.

Keeping your head out of the way is the best guarantee of avoiding painful facial burns and possible serious damage to your eyesight. And a long-sleeved shirt offers you some protection from forearm and torso burns. It's easy to remember and it pays off in the form of a safe trip.

# Keep Your Shirt On!



An SIU Ship is a Safe Ship



### Another BME Oldtimer Gets Pension



BME President Ray McKay (left) congratulates Chief Engineer Andrew Karklin, 71, who retired last month. Karklin, who was an engineer for 36 years, last sailed with Victory Carriers. The BME Pension Plan pays pensioners a \$100 month benefit, exclusive of Social Security.

# Rash Of Anti-Labor Laws May Be Worst Since T-H

WASHINGTON—The low-intensity drive by some lawmakers and business groups for new controls over union activities is expected to mushroom by next January into the worst rash of labor control legislation since the Taft-Hartley Act was passed over a Presidential veto in 1947.

The much-ballyhooed charges of corruption against a handful of unions and labor officials has given impetus to efforts to legislate against all unions. The feeling sparked by disclosures by the Senate labor-management investigating committee is that the climate is ripe for adoption of at least some restrictive measures. A key to Congressional action will be the attitude taken by leading members of the Senate committee.

Among the variety of bills being readied are proposals calling for a national "right to work" law, for broadening the anti-trust laws to cover labor unions and for policing of union finances, welfare and pension funds, political activity, internal elections and other fields.

Others would end the tax exemption of unions under so-called corrupt leadership and ban persons with past criminal records from all union positions. Bills for welfare fund controls have the endorsement of the AFL-CIO. While the Senate probes' jurisdiction covers "improper activities in the labor or management field," the management phase of the inquiry has large been ignored up until now except where it could be used as a focal point for new charges against unions.

#### Stage Is Set

Thus the stage appears to be set, according to most observers, for a concerted drive for a national law "right to work" law similar to the one 18 states already have on the books. This would ban the union shop and other forms of union security protection as a first step in killing off what anti-laborites like to call the "monopoly privileges of organized labor."

Another bill likely to get some serious consideration with labor backing is one to end the "no man's land" between the overlapping jurisdiction of the National Labor Relations Board and the 48 state boards. At present, due to a US Supreme Court decision last March, cases for which the NLRB would apparently have jurisdiction but which it fails to take up cannot be heard by the state labor boards either. This "twilight zone"

of business operations has been a fertile field for racket "unions" in the past.

The only actual labor bill that passed the last session of Congress was one excluding workers at US bases overseas from the coverage of the Fair Labor Standards Act. A bill requiring public disclosure of union financial reports filed under Taft-Hartley passed the Senate only. Increases in minimum wages and extending the coverage of workers under the law never got out of committee.

Bills to formally recognize the legality of the maritime hiring hall didn't get that far.

### List Details In Cables To Union

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

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

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

## Sputnik Affects US Shipping Future; Need For Strong Merchant Fleet Seen

Aside from giving a shot-in-the-arm to Communist morale the launching of the Soviet artificial moon "Sputnik" poses new problems for the American merchant marine. The Sputnik threat is two-fold. It raises anew the dispute over the role of US ships in the

defense picture. It also promises a squeeze on merchant marine appropriations if there should be any diversion of Government funds into a "crash" missile and satellite program.

The concern over Sputnik lies in the fact that in the justified furore over the satellite and missile programs the need for a balanced economy and a balanced defense program might be lost to view. As Senator John Butler of Maryland put it in a recent letter to the "Baltimore Sun," "No one who knows anything about our defense requirements has contributed in any way to . . . opinion that the atomic and now-dawned satellite ages have materially watered down the old claim that the merchant marine is the fourth arm of defense.

"To the contrary," Butler said, "our enlightened military planners recognize that if we are to maintain our defense outposts abroad in a state of instant readiness . . . we must depend now more than ever before upon a well-equipped, up-to-date American flag merchant fleet . . ."

Butler's viewpoint received a strong "second-the-motion" from one who should know—General Nathan Twining, chairman of the Joint Chiefs of Staff. General Twining declared that it was "incredible" to him that anyone would seriously argue against an American merchant marine. "I assure you", he wrote Butler, "that such views are not held by the Joint Chiefs of Staff." On the contrary, Twining declared that if a nuclear catastrophe does come, the American merchant marine "would play a most vital role" in restoring a shattered world.

The merchant marine's defense role had been under fire even before the Soviet Union announced it had successfully tested an intercontinental missile and then proved its claim by launching the earth satellite. The argument had been raised that the "pushbutton" era had arrived and that a merchant marine would no longer be essential.

In the view of shipping interests,

the "pushbutton" concept overlooks the fact that the solidity and strength of the rest of the economy and of our allies still calls for a healthy merchant fleet. Without a strong economy, without the fuel, ores, and other necessities of industry and without a healthy export market, the US would not have the resources to build the complex and costly equipment at the end of the "pushbutton."

Shipping groups and many defense planners have also argued that conventional troops, troop carriers, freight carriers and transoceanic supply lines are still vital in the "pushbutton" era to hold and occupy bases, to supply allies and as a weapon of diplomacy. The appearance of US ships in Poland with food for hungry Poles is more impressive in that area than hydrogen bomb tests. Similarly, the hard-pressed Turks, now under fire from Russia and Syria, would be defenseless without US-transported arms, and would be short of basic food supplies were it not for US agricultural surplus hauled by US ships. The same holds true for

Vietnam, Korea, Formosa and many other areas where our foreign policy depends on staunch allies, and where so-called "small wars" are always a possibility.

#### Tough Sledding Ahead

Merchant marine backers agree they will face some tough sledding in the next Congress which may seek to cut back on shipping funds, as on other appropriations, to help pay the tab for missiles and rockets. However, they argue that such cutbacks are false economy, because they would deprive the Government of much tax revenue derived from shipping companies, shipyards, seamen and other maritime workers. Runaway and foreign flag ships bring no such revenues to the US.

On the political side, the domestic remains of the US Communist Party have had their first reason to cheer in many months with the launching of the Soviet satellite. It seems unlikely though, that one earth satellite or ten would stop the steady drop-off in US party membership that followed the crushing of the Hungarian rebellion.

#### Reds Exploit Sputnik

Overseas though, it is another story, with the current Red line being to point to the satellite as an example of the "superiority" of Communist society. According to the latest Party line, Sputnik proves that the triumph of world Communism is "inevitable."

An interesting sidelight to the "superiority" of Communist society for at least one segment of the US and western Red membership was revealed recently by novelist Howard Fast, who quit the Communists after Hungary. Fast told how the Russians are holding out on several hundred thousand in ruble royalties due him on Russian reprints of his books.

Evidently, western authors who were in the Red's favor could always count on Russian government promotion and distribution of their writings and plenty of fat royalty checks. "Moscow gold," it seems, was more than just a phrase for them.

## Lakes Co. Bows, OK's Vote



Seamen on the SS Ball Brothers picket their vessel to protest company tactics to block representation by the SIU Great Lakes District. The walkout spurred a request by Tomlinson Corp. for an early NLRB vote. The men (l-r) are: P. White, J. Heard, A. V. Wokojanec, Clarence Arnold, Toney Fender and Frank Camaida.

DETROIT—An attempt by Tomlinson Fleet Corp. to hold off an NLRB election aboard their vessels fell through last week as crewmembers on one of their ships walked off in protest of the company's delaying tactics. As a result of the walkout, company officials came to terms with the SIU Great Lakes District in calling for an early election.

News of the company's endeavors to exclude certain crew members from voting spurred crewmembers aboard the SS Ball Brothers into striking the vessel.

The company had sought to exclude the men from voting on the grounds that such had been the case in a 1955 election in which another union's bid for representation was thrown out.

On hearing of these stalling tac-

tics, the men on the Ball Brothers struck the vessel as soon as she tied up at the Berwind-Superior dock. Licensed members on the ship refused to cross the lines. The pickets stayed around the ship for two days before the company agreed to the District's request.

Voting among the seamen aboard the company's nine vessels began October 18. Some 235 men are expected to vote. Fred Farnen, GLD secretary-treasurer, has reported that the District has received signed pledge cards from a majority of the eligible men in the nin-

## 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:

- October 30
- November 13
- November 27
- December 1



# SIU-HIWD Men Manning New 'Drill Mud' Run

NEW ORLEANS—The SIU-HIWD this week rounded out the first quarter of its contractual relationship with Baroid Division of the National Lead Co. in a maritime operation which in many respects is unique by comparison with other SIU-contracted harbor and inland waterways operators.

Baroid's marine operation revolves around the company's big New Orleans plant which grinds barite, a heavy ore, and other materials to produce drilling mud and chemicals essential to Louisiana's important tidelands oil exploration and production industry.

### Has No 'Customers'

Unlike most SIU-contracted towing operations, the Baroid fleet has no outside "customers." It is engaged solely in transporting raw materials to the Baroid plant on the Industrial Canal and delivering finished products by the barge load along Louisiana's network of coastal waterways to the company's clientele which includes distributors of Baroid products and drilling contractors and major petroleum producers.

In addition to the fleet of four small pusher-type towboats, SIU-HIWD members man a big service

barge, "Mr. George," which was specially-designed for Baroid and is reputed to be the only one of its kind in the world.

### Is Experimental Craft

The Mr. George, as it is known in the industry although the official name is the George L. Ratcliffe, admittedly is an experimental craft. It is equipped with propulsion machinery, but this proved to be inadequate in actual operation with the result that another SIU-HIWD contracted operator, G & H Towing Co., has been closely identified with this phase of the Baroid operation. The G & H tug H. O. Weatherbee has been engaged on round-the-clock status in moving and standing by "Mr. George" in the tidelands operation.

"Mr. George" contains elaborate machinery for mixing, weighing and transporting Baroid products to oil well sites in the Gulf. SIU-HIWD men employed on the barge not only are required to be expert seamen, but must have a good

working knowledge of the use of Baroid products in the petroleum industry since they are in direct personal contact with the company's oil field customers.

The crew of "Mr. George," which is based at Venice, La., works on a schedule of seven days on board and seven days off.

### Are Skilled Boatmen

The tugboatmen who man Baroid's towboats are the common denominator that give the fleet close kinship with other SIU inland operations. These men are skilled boatmen, most of them veterans in the industry who possess an intimate knowledge of the canal and bayou waterways which they ply in the everyday pursuit of their occupation. They run, as the occasion demands, on trips of from overnight to seven and eight days' duration.

When at the terminal, crew members sleep at their homes in the New Orleans area. Aboard the boats, their quarters are as adequate as limited space will permit and are comfortably outfitted, in accordance with the SIU-HIWD agreement, with inner-spring mattresses, reading lights, fans for each bunk and other conveniences usually associated with suitable shipboard living conditions. The three-man crews which handle the usual one and sometimes two-barge tows moved by the small, compact

## All Quiet In Lk. Charles

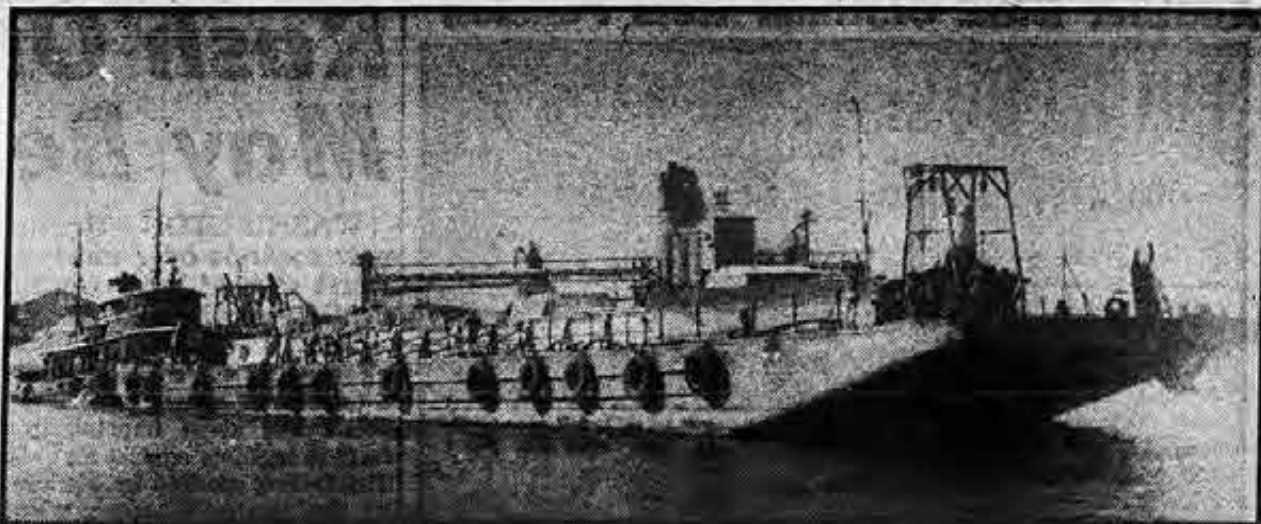
LAKE CHARLES—There was a slight increase in shipping during the past period, not as much as expected. The port received a couple of requests from Houston for replacements, but there were no men handy to take the jobs.

The Council Grove, Cantigny, Government Camp, Bents Fort, Bradford Island, Royal Oak, CS Baltimore (Cities Service), Val Chem (Heron), Del Sol (Mississippi) and the Ideal X (Pan-Atlantic) were in port during the last two weeks. All were reported in good shape.

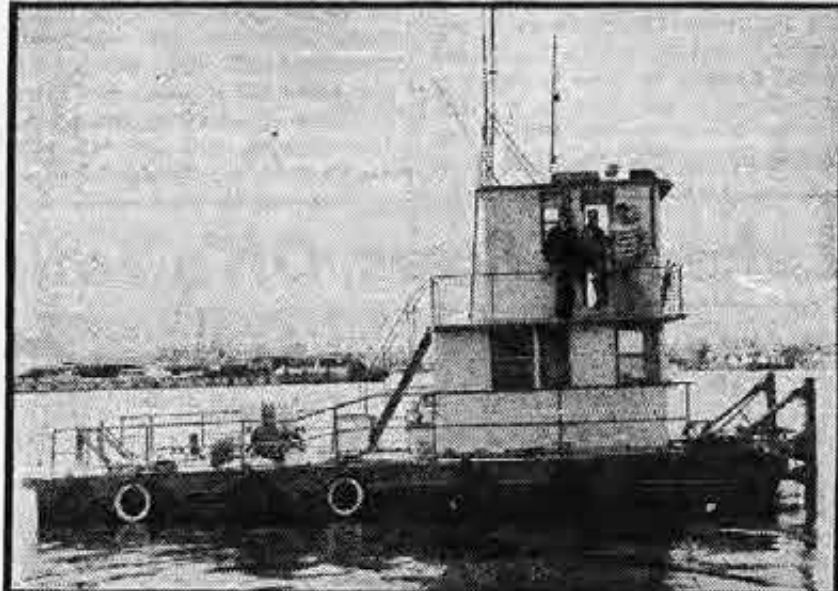
## Turned Down OT? Don't Beef On \$\$

Headquarters wishes to remind Seafarers that men who are choosy about working certain overtime cannot expect an equal number of OT hours with the rest of their department. In some crews men have been turning down unpleasant OT jobs and then demanding to come up with equal overtime when the easier jobs come along. This practice is unfair to Seafarers who take OT jobs as they come.

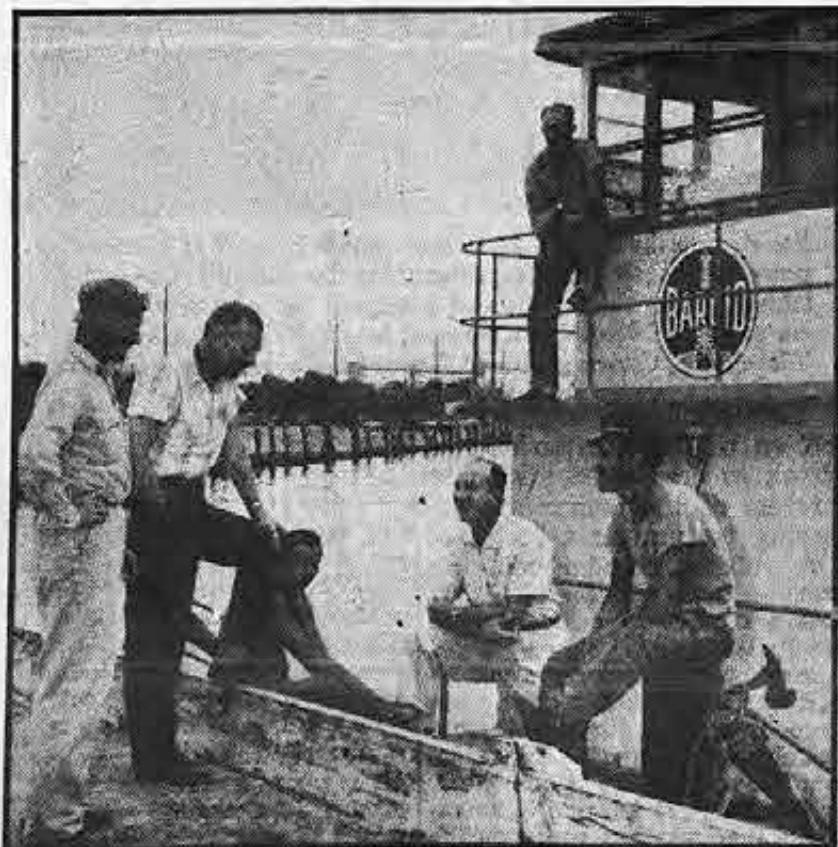
The general objective is to equalize OT as much as possible but if a man refuses disagreeable jobs there is no requirement that when an easier job comes along he can make up the overtime he turned down before.



"Mr. George" (top) is Baroid service barge. Experimental craft, specially designed, is said to be only one of its kind in the world. Below, veteran boatman Capt. A. S. Tullier stands at wheel of Baroid towboat Tony.



Baroid towboat Melinda is one of boats that push "Mr. George" around. Towboat crews must be skilled boatmen with intimate knowledge of Louisiana's canals and bayous.



LOG's Gulf area correspondent, Bill Moody (2nd from right), gets first-hand facts for accompanying story from Port Captain Dayton A. Smith. Also getting into conversation are HIWD members Gerald, Dunbar and M. Albert.

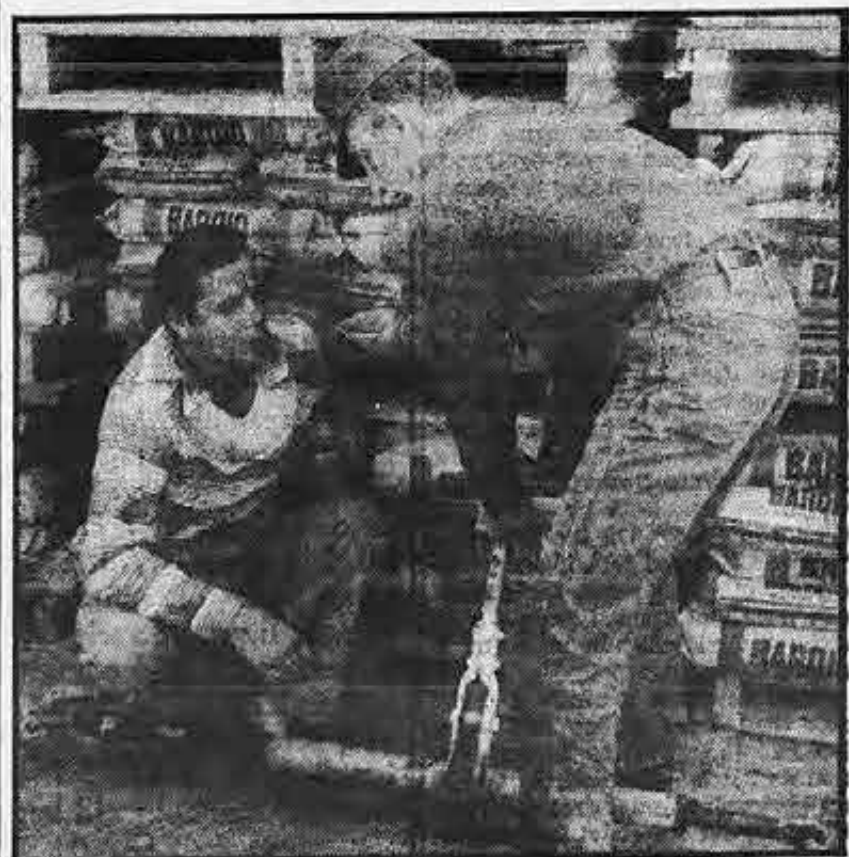
boats include a captain, mate and deckhand.

Representation of these boatmen by the SIU-HIWD is the direct result of the SIU's stepped-up campaign to help inland waterways workers in this Gulf Coast area to improve their wages and working conditions.

The NLRB election early in June, which resulted in a victory for SIU representation by a 5 to 1 majority of the men in the 22-man Baroid unit, was the culmination of a quiet, efficient, three-month-long campaign. On August 1, an SIU-HIWD negotiating committee

completed a collective bargaining agreement with the Baroid management which won for the men in the fleet wage increases ranging from \$50 to \$75 a month. SIU-HIWD welfare plan protection for the men and their families, Union job security guarantees and improved working conditions.

Since then, the men in the fleet have benefited from on-the-spot representation by SIU patrolmen assigned from the New Orleans SIU hall and a harmonious Union-management relationship in keeping with the terms of the new collective bargaining agreement.



Making up a Baroid tow are HIWD members Jerry Gerald (kneeling) and Jerry Turner. While aboard towboats, men enjoy top conditions under SIU-HIWD agreement with company, even though living space is limited.



# YOUR DOLLAR'S WORTH

## Seafarer's Guide To Better Buying

By Sidney Margolius

### Living Costs Leveling Off

This is a good month to buy 1957 cars and refrigerators, women's and children's coats, poultry and pork.

Living costs actually are leveling off after an almost steady rise of 19 months. The third major inflation since the end of World War II boosted your cost of living almost six percent from March 1956 to October '57.

The inflation finally has been slowed down, at least for awhile, by lower food prices and lower raw-material prices in some industries hit by recession as moderate-income families were priced out of the market. Even the steel mills, whose successive boosts of the past three years were in large part responsible for the inflation, now are beginning to cut steel prices.

### Food Coming Down

A recent drop of three percent in the Dun & Broadstreet wholesale food price index forecasts the lower food prices due this winter and already appearing in stores. Especially notable are lower tags on pork products and coffee, with some lower-grade beef cuts also tumbling from their recent lofty levels.

For your information, stores' private-brand bagged coffees have been reduced more sharply than vacuum-packed advertised brands, which tend to come down reluctantly during a price decline. Note also that some stores have cut coffee prices more drastically than others. Tags on most bagged coffees now range from 75 to 90 cents a pound compared to 96 cents to \$1.11 for most vacuum packs.

It will be cheaper this fall to feed your car as well as your family. The gasoline industry has been unable to make its recent price increases stick in the face of heavy supplies and consumer resistance. Now petroleum companies are gradually cutting gas prices in state after state. Tags on some lumber and copper products also have been trimmed. Prices of textile products, especially cottons, are at bargain levels.

### Houses, Doctors Costly

But be warned that the halt in inflation by no means indicates your living costs are going to come down significantly. The price cuts are irregular, and may only last the winter of relatively low food prices. Several basic costs as housing and medical care are still rising. Medical care has risen more than any other cost-of-living items and has become a major cost-of-living problem. Overall hospital costs have increased 132 percent since 1946. The average hospital bill has gone up from \$88.85 to \$181.13 in this period.

Here are buying recommendations for November buying opportunities:

**CARS:** Dealers again are stuck this November with over 800,000 unsold 1957-model cars, even as the 1958 models are beginning to move out. Dealers in some areas are offering 1957 models at \$50 over their invoice costs.

The best-selling major 1957 models proved to be, in this order: Ford, Chevrolet, Plymouth, Buick, Oldsmobile, Pontiac, Mercury, Dodge, Cadillac, Chrysler, DeSoto, Rambler, Studebaker. Consumer resistance to high prices of cars has been especially hard on sales of medium-price models. More people are buying the big three "popular-price" makes, the sales figures show.

For 1958, Nash and Hudson will be no more. American Motors is concentrating on the growingly popular Rambler. It is bringing back the 100 inch-wheelbase Rambler of 1955, in line with the growing interest in more compact cars, as well as continuing the 108-inch Rambler.

But standard transmission six-cylinder engines are fast disappearing despite their comparative operating economy and lower initial cost.

**COATS, SNOWSUITS:** Heavier price cutting on women's and children's coats and snowsuits starts with the Veterans' Day sales. Nylon snowsuits are gaining in popularity. Their prices have come down to no more than those of cotton snowsuits. Two-piece nylon snowsuits are available this year for \$8-\$12. But avoid embroidered and braided sets. They often cost \$2 more than a similar set without the decorations.

**REFRIGERATORS:** Families who need refrigerators would be well-advised to shop the forthcoming midwinter clearances of 1957 models. Current prices are the lowest they've been since 1947. But some manufacturers are raising prices of 1958 models 3-4 percent.

**FOOD:** Besides pork, this is the month to feature poultry items in your main dishes. Big supplies of fryers and roasters have forced down prices. Another good value this month is stewing chickens. They cost more per pound than broilers, but provide more meat in relation to bone. Stewers are available for fricassees, casseroles, a la king and other main dishes.

Turkey supplies are record large and turkeys are relatively cheap this month, for regular dinners as well as Thanksgiving. More turkeys now are sold oven-ready (drawn and cleaned). Figure that a 12-pound ready to cook turkey is the equivalent of a 15-pound dressed turkey (with head and feet left on, and not yet drawn). Either will provide about 20 generous servings. All turkeys are sharply lower in price than a year ago, but large ones over 18-pounds are especially cheap. Some markets are offering the big bird at almost half last year's prices.

Cheese is in heavy supply and the US Agriculture Department has been trying desperately to promote it so people will eat more. But processors and distributors have the selling prices rigged so despite the heavy supplies, prices are noticeably higher than a year ago.

### Protection On The Beach



A Seafarer on the beach in New York signs application for an interest-free loan in headquarters. Low cost feeding via meal book discounts and loans for emergencies are available through the Welfare Plan for men on the beach between jobs.

# US Whalers Now Making Comeback

SAN FRANCISCO — Cries of "Thar she blows," and "she's sounding," are again heard on American-flag ships as whaling, once the backbone of American industry and life, makes its comeback.

Three vessels have been equipped for whaling in San Pablo by Del Monte Fishing Company and are now in action hunting the huge 100,000-pound mammals.

The methods remain the same, but the uses have changed. The blubber is still boiled down to oil as in days of old, but it is now sold to manufacturers of soap, paint and lipstick. Some ranchers, it is reported, even feed it to their cattle.

The meat, and whatever is left over, is put into the grinder and sold to mink farmers, pet food producers and chicken raisers.

# Seek Standard Canadian Pact

VANCOUVER, BC—Negotiations are underway to obtain a standard union contract covering all unlicensed personnel operating out of Vancouver on ships of the SIU Canadian District.

One obstacle in the past to such a contract had been the number of unions representing these men in the port. But the recent merger with the West Coast Seamen's Union has removed this barrier.

A wage conference of rank and file SIU members, which convened in the Vancouver hall on May 2nd, drafted standardization proposals for the negotiation committee. The leading proposal was a call for a more realistic scale of wages. Increased wages have been a focal point in every labor contract negotiation in this port because of the wide difference in earnings and cost of living on Canada's west coast as compared with the much lower levels on the east coast.

Proposed increased wages are pro-rated and range from 33 percent and higher. Other changes include:

- increased meal and lodging money,
- an hourly standard standby rate.
- continuous 8-hour day, 8 AM to 5 PM, for deck, engine and steward daymen.
- improvements in coffee time clauses.

While seeking a standard contract for men working on the ships and along the waterfront, the negotiating committee has recognized that there will be variations in dif-

ferent fields. For example, Blackball Ferries do not provide accommodation for the crews, and the men work on a shift basis. This, and wages paid in specialized fields, will be considered in the contract.

The District also announced that there were over 800 vessels under the Canadian SIU banner as of

September 1, 1957. The 836 vessels include passenger ships, ferries, freighters, bulk carriers, tugs, dredges and a number of specialized ships and equipment. Since then the District has been certified on about 30 more ships, and contracted companies have added three more vessels to their fleets.

# LABOR ROUND-UP

Improved pension plans and Social Security still fall far short of providing retired workers with the necessities of life. Speakers addressing the two-day AFL-CIO Industrial Union Dept. conference on pension plans told of how "three-fourths of those now over 65 years of age have income from all sources of less than \$1,000 a year. The average income of a retired couple is less than \$30 a week." The IUD expressed full support of disclosure legislation covering pension plans. The department said that such legislation would have been passed by the last session of Congress had it not been for the strenuous objections of the National Association of Manufacturers, the Chamber of Commerce and the insurance industry.

A National Labor Relations Board examiner has ruled Kohler Co. of Kohler, Wisconsin, guilty of unfair labor practices and recommended that nearly all of the persons on strike should be given their jobs back when the walkout ends. The strike, still in progress, was called on April 5, 1954 by Local 833 of the UAW. The examiner held that those whose jobs were not filled by June 1, 1954, were entitled to get them back. That was the date of the first unfair labor practice by the company which changed the walkout from an economic strike to one over unfair labor practices. If necessary, he said, the company should discharge employees hired since that date to make room for returning strikers. Among the unfair labor practices committed by the company was the failure to bargain

with the union over wages and dismissals.

Delegates to the United Packinghouse Workers contract policy conference have voted to press for a 30-hour work week and an improved severance system based on the amount of meat produced. UPWA leaders have termed the 40-hour week as economically obsolete. The impact of automation on the industry and the accelerating pace of mechanization have added to the workers' difficulties. In addition, a royalty fund based on the number of pounds of meat produced was recommended to ease the plight of workers affected by plant shutdowns. One means of achieving these goals it was announced would be through an amendment to the Wage-Hour Act. Contracts with the major meat producers expire Sept. 1, 1959.

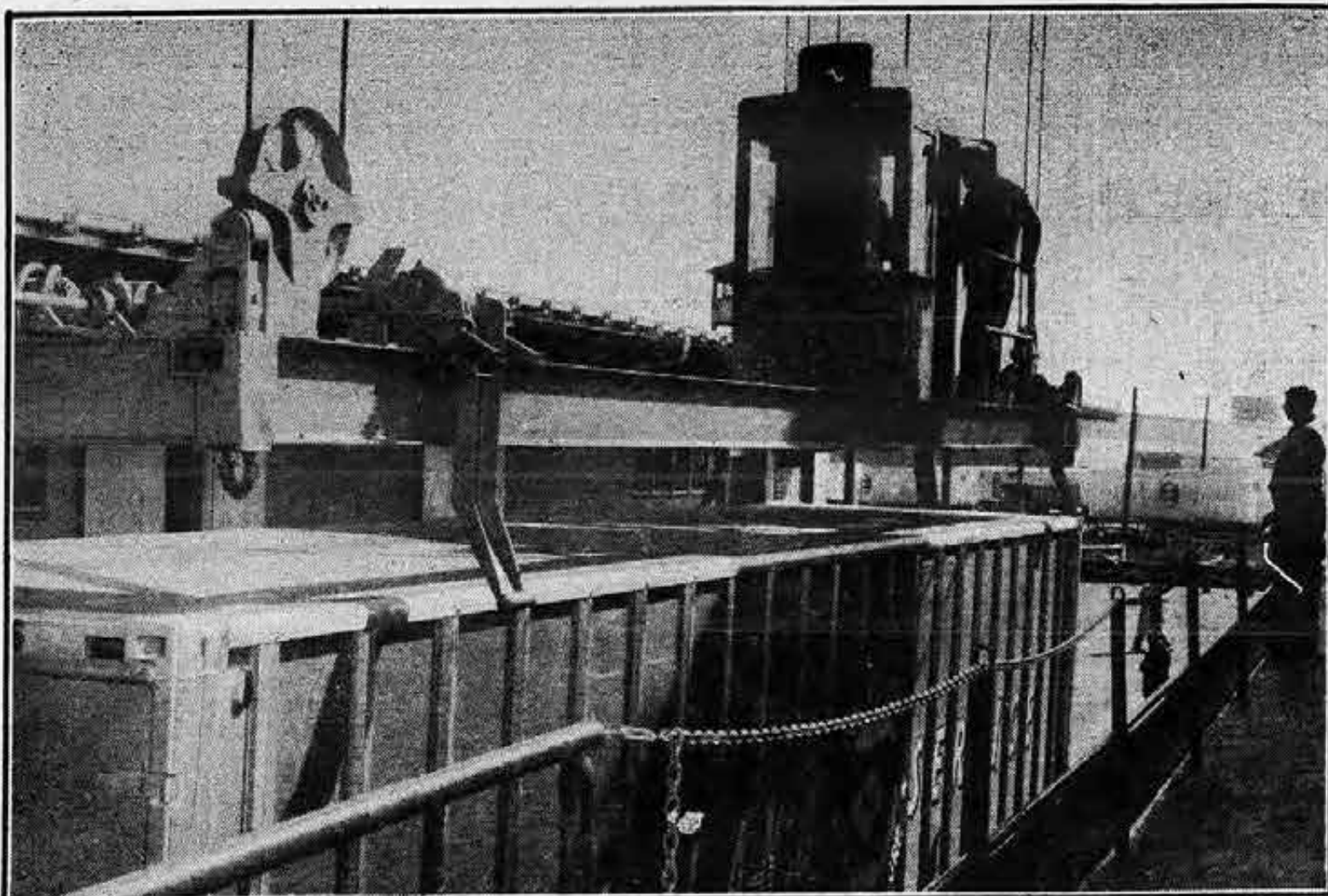
Although accepting an agreement on wage increases, 18,600 Communications Workers at Ohio Bell Telephone Co. terminated their three-week strike and returned to work under their old contract because of the company's last-minute insistence on an unacceptable issue. The company demanded a provision that would take away all service credit on vacations, sickness benefits and pensions from those on strike. CWA Director Martin Hughes said he had "never seen such insincerity and dishonest trickery on the part of the company in all the years I have sat at the bargaining table." T. W. Robinson, a federal conciliator, told the company he had never heard any other employer insist on such a demand.

### Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership, including committees, such as the tallying committees, financial committees and other groups named by the membership.

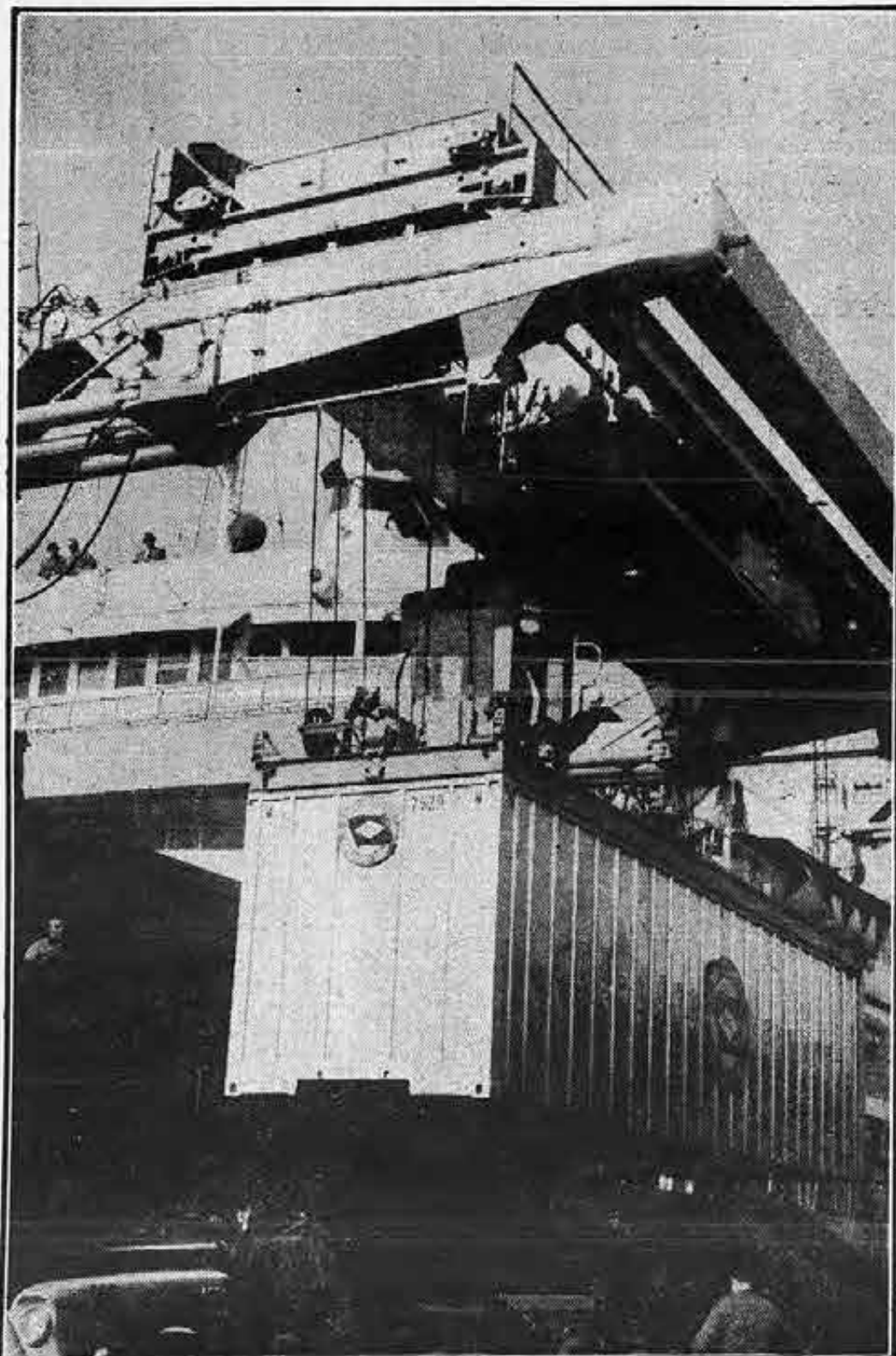
Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.





Traveling crane operator is shown about to pick up trailer body. Note locking pin on corner of platform which locks in corner socket on truck body for secure lift.

# DOWN T



Locked in crane platform, trailer body is hoisted vertically to deck level. Crane and truck then travel horizontally in-board until they are positioned over hatch. Crane extension (top of photo) overhangs dock during loading but folds back at joint (upper left) while ship's at sea.



Crane operator deposits trailer body in hold. Note guide rails on bulkhead to hold the boxes in place. Boxes are reinforced at corners so they can be stacked one a-top the other.



After depositing and releasing trailer body, the traveling lift emerges from the hold for another 22-ton load.



# THE SEA WITH TRUCKS

A demonstration of how to load a ship in a hurry was given at Port Newark when the Gateway City, first of Waterman-Pan-Atlantic's trailer-carriers, came in on its maiden voyage. The Gateway City is a product of the company's plans for moving truck-loads of cargo by sea without the necessity of time-consuming handling of individual packages.

Originally, the company had planned to build "roll-on, roll-off" ships but substituted "lift-on" ships instead. Specially-designed truck trailers were built with releasing gear which permitted them to be lifted off their wheels, and with reinforced corner posts strong enough to support up to four other trailer bodies stacked atop them in the hold.

The heart of the system is in the shipboard traveling cranes. Two cranes are being built onto each lift-on ship, one fore and one aft. The entire crane can travel lengthwise on wheeled legs along rails. In addition, the crane operator can maneuver a trailer-carrying lift at right angles to the ship, moving up and down or across the deck. Some aspects of the operation are pictured on this page.



Members of ship's deck and engine gang gather around life-ring for standard shipboard photo.



J. F. Austin's gang includes (l to r) D. Fitzgerald, Austin, F. Tate, W. Hinton, I. Matthews, E. Webb.



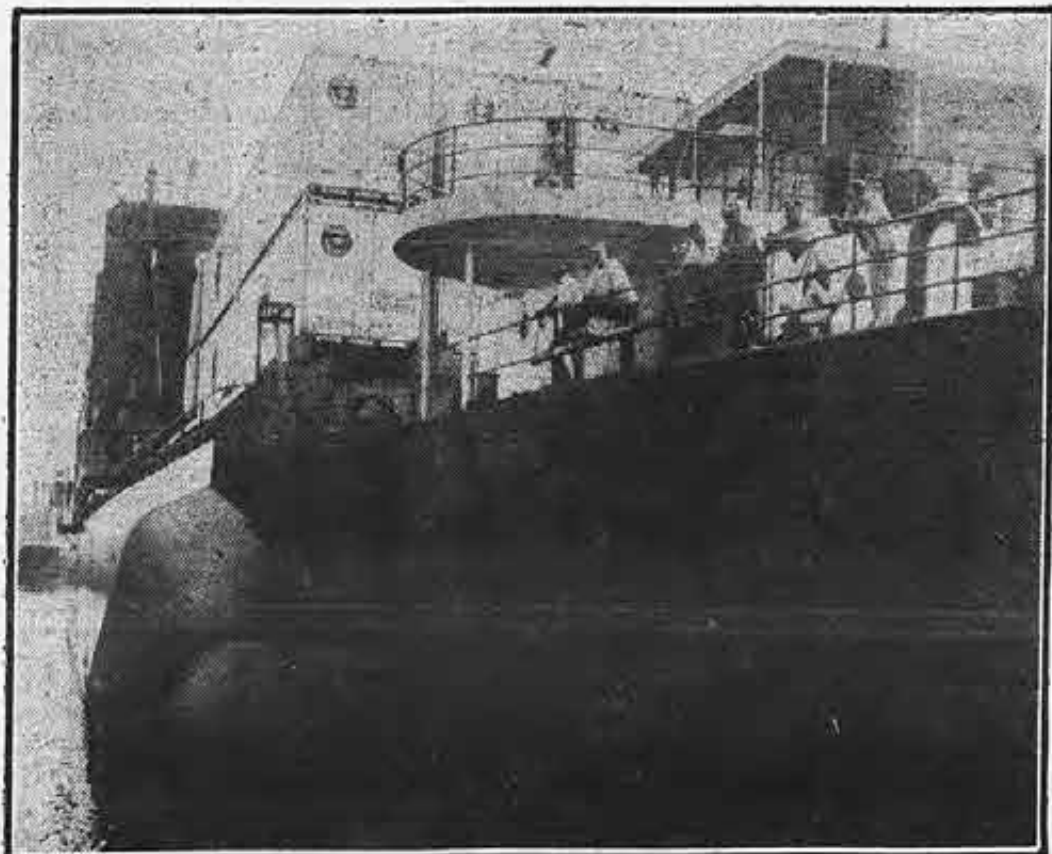
NJ Governor Robert Meyner (center) lunches with guests including Mr. and Mrs. Malcom McLean (right).



Crane maintenance man, William K. Robinson, stands alongside hatch.



W. D. Thiemonge, crew pantry, is shown at work while loading's going on.



Gateway City steaming to sea show's "blister" built onto side of hull, crane extension folded back in place.



Fully-loaded ship shows radically-new deck gear. Note how entire crane body can move forward or aft on rails to any hatch.



Who's The Bosun Here Anyway?



Bosun James F. Lamb has a little difficulty showing off nine-month-old daughter Jayne in the headquarters cafeteria. It seems that Jayne has made her mind up to see the rest of the building under her own steam.

First US Wine Tanker Makes Maiden Voyage

NEW YORK—America's first wine tanker, the SS Angelo Petri, arrived in this port last week with a cargo of some 2,500,000 gallons of California wine. Manned by members of the SIU Pacific District she is destined to mark a new phase in American merchant shipping.

Built at Bethlehem Steel shipyards in San Francisco, the 530-foot tanker is owned and operated by United Vintners, producers of Italian Swiss Colony, Petri, Gambar-

alli and Davitto, Margo, Mission Bell, Hartley and Lejon wines. Together, these wines comprise approximately 22 percent of all the wine consumed in the United States.

Because of strict health requirements, the construction of the vessel required an additional \$3 million in chromium-nickel stainless steel plates. Every surface of the ship that comes into contact with the wine, including the vats, pipes and pumps, are made of this high grade stainless steel.

The Angelo Petri is designed to carry 26 different brands of wine without affecting their flavors. The vats in which the wines are stored are completely isolated from each other and from the top, bottom and sides of the ship. The vessel also carries over 200,000 gallons of fresh water to be used in cleaning the tanks after unloading.

One of the main advantages claimed by the company in shipping wine by water is to cut down on the amount of spoilage caused by the rough handling it goes through in overland transportation. Constant contact of the wine with the air pockets in the bottles causes it to lose its flavor. But the amount of air remaining in the tanks is much smaller in proportion to that remaining in the neck of the bottle.

The company's two main discharge points will be at Houston, Texas, and Port Newark. At the Houston base the wine will be discharged into three inland barges for final distribution in inland ports as far north as Chicago. The ship's home port is Stockton, California. On its return trips to the coast for wine cargoes, the Angelo Petri will carry liquid edibles such as sugar in solution.

Bay Line 'Unfair' To SIU Men

BALTIMORE — Organizing in Old Bay Line received a boost last week when an NLRB examiner recommended that eight Seafarers who were discharged unfairly should be reinstated to their jobs with back pay. In some instances this will mean a nice big paycheck, reports Earl Sheppard, port agent, as a few of the jobs go back to July and August, 1955.

As for organizing in the rest of the port, the Union is still waiting an NLRB decision on petitions for elections in NBC Line and Marine Standard Launch Service. The Board has scheduled hearings for November 12th and October 30th respectively. In addition to these two, the organizing committee is contemplating petitioning for an election in another company. Recognition there would mean a number of additional jobs for Seafarers in this port.

Shipping in this port failed to pick up as most of the vessels in lay-up failed to secure cargoes. But one ship, the Winter Hill (Cities Service), is expected to take on a crew early next week.

The ships paying off during the past two weeks were the Evelyn, Edith (Bull); Irenestar (Traders); Oremar, Santore (Ore); Bethcoaster (Calmar) and the Council Grove (Cities Service). The Edith, Santore, Oremar, Irenestar and Bethcoaster signed on. In-transits were the Baltore, Marore, Cubore, Feltore (Ore); Pennmar, Losmar, Alamar (Calmar); Steel Director, Steel Artisan (Isthmian), Robin Locksley (Robin), Alcoa Planter, Alcoa Pegasus (Alcoa), and the Morning Light (Waterman).

Shipping Round-Up & Forecast

October 2 Through October 15

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	7	7	4	3	5	1	16	11	27
New York	63	19	62	25	34	5	159	49	208
Philadelphia	28	4	13	6	7	4	46	14	60
Baltimore	44	13	27	7	31	5	102	25	127
Norfolk	31	5	5	6	11	7	47	18	65
Savannah	8	0	5	0	2	0	15	0	15
Tampa	7	4	7	2	9	2	23	8	31
Mobile	30	7	16	11	24	7	70	25	95
New Orleans	40	11	23	12	33	12	96	35	131
Lake Charles	7	5	8	5	9	4	24	14	38
Houston	25	12	29	15	17	6	71	33	104
Wilmington	24	10	10	22	14	4	48	36	84
San Francisco	17	7	14	11	20	9	51	27	78
Seattle	27	16	15	13	16	8	58	37	95
Total	358	120	238	138	232	74	826	332	1158

Port	Shipped						Total A	Total B	Total C	Total Ship.
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C				
Boston	8	4	1	1	4	0	1	2	0	10
New York	44	9	3	36	13	6	26	9	6	106
Philadelphia	13	1	0	13	1	0	2	4	0	28
Baltimore	26	6	2	18	12	3	17	5	1	61
Norfolk	6	4	0	3	1	1	3	2	0	12
Savannah	1	0	0	4	0	0	3	0	0	8
Tampa	6	1	0	3	3	0	6	2	0	15
Mobile	42	6	0	26	12	9	29	6	2	97
New Orleans	37	8	0	34	6	4	37	10	1	108
Lake Charles	5	1	0	14	7	0	3	1	0	22
Houston	21	15	0	18	13	0	18	6	0	57
Wilmington	6	1	0	0	1	0	5	1	0	11
San Francisco	8	0	0	8	2	0	6	2	0	22
Seattle	33	17	0	26	10	0	24	8	2	83
Total	256	73	6	204	87	14	180	58	12	640

SIU shipping backtracked again last period, dropping to the lowest point for the past 21 months. Registration also fell off during the period. The total number of men dispatched was 890; registration was 1,158.

Lay-ups, an uncertain cargo market and the tie-up of most of the Bull Line fleet accounted for the job decline. The last comparable shipping low was reported back in January '56.

Despite the drop, five ports listed increased job activity. This included welcome boosts for Boston and Mobile, a slight rise for Lake Charles and Wilmington and a substantial gain for Seattle.

All other ports fell off, including New Orleans, for whom the drop was not unexpected since the previous report covered the re-crewing of the cruise ship Del Mar after a period of lay-up.

Although the largest proportion of the total jobs was in the deck department and it showed the widest gap between shipping and registration, it also accounted for the least class C activity. A breakdown of the shipping by seniority groups showed class A standing pat with 72 percent of the total and class B dipping to 24 percent. Class C activity rose slightly to 4 percent of the total.

The following is the forecast port by port:

Boston: Fair... New York: Good for anyone not looking for something special... Philadelphia: Fair... Baltimore: Steady... Norfolk: Slow... Savannah: Quiet... Tampa: Fair... Mobile: Good... New Orleans: Good... Lake Charles: Fair... Houston: Good... Wilmington: Quiet... San Francisco: Fair... Seattle: Good.

Stay Put For Idle Pay

Seafarers who are collecting state unemployment benefits while on the beach waiting to ship are urged to stay put and avoid changing their mailing addresses if they want to continue receiving their checks regularly. Several Seafarers have already experienced interruptions of from three to five weeks in getting their next check after they notified the state unemployment offices that they had moved and changed their mailing address.

An average delay of a month is reported in most cases, causing considerable hardship to the men involved.

INQUIRING SEAFARER

QUESTION: Do you think there should be some change in the number of job calls each day?

W. C. Snell, AB: I believe we should keep the hours the same as they are. In the first place, we need early calls in order for the men, especially those shipping on tankers, to get to the vessels. The company and the officers also need some time to make the call, and if there were less calls throughout the day, it may be hard to fill those berths.



Andres Molina, steward utility: No, keep the present system. Right now there are just enough calls, and we need no more or less. I have been sailing with the SIU under this system since the Union started and can honestly say that I am very satisfied with the way things are running now.



Tony Pisano, steward: Take it from the "Duke of Bourbon Street," that the present system of calling for jobs is the fairest and surest method of filling any calls that may suddenly pop up. If a man really wants to ship out, get here early. This cuts out some of the floaters who manage to get some of the jobs.



John Hunt, AB: There should not be any changes in the calling system for it does not, so far as I can see, work any hardship on anyone. Seven calls a day are necessary to give a man plenty of notice of the job and to get his things ready and on board. Otherwise we would have many pier-head jumps.



Enrique Rosado, cook: I don't think they should change the hours for calling for jobs, unless it is to possibly add more. Of course, how this could be done is something else, but certainly I would not want to see any cutback on the number of calls that we have each day.



N. R. Petersen, DM: This system of hourly calls has been used since 1938, and I can't see why they should want to change it now. There haven't been many complaints about it since then so it must be working to everyone's liking. I know it is perfect to me, and can find no way to improve it.





## 'Bringing 'Em In!'



## Drop 'Print Ruling For US Visitors

WASHINGTON—Bowing to the pressure of complaints from foreign visitors to this country, the State Department has announced the waiving of fingerprint requirements for certain non-immigrant aliens entering the US for short trips. Included in the waiver are alien seamen from those nations which do not require fingerprinting on their own visas.

Under the McCarran Act, non-immigrant aliens had to submit to fingerprinting at the time they made application for visas at the US consular offices in their countries. Many nations had termed the procedure degrading and wasteful.

The waiver will apply to ambassadors, public ministers and career diplomatic or consular officers who have been accredited by a foreign nation recognized by the United States, and on a reciprocal basis, non-immigrant alien visitors for business or pleasure and certain transit aliens, alien seamen landing here temporarily in pursuit of their job, and other specified persons.

On the reciprocal basis, the waiver will apply to all nations with the exception of Ecuador, Liberia and Peru. These nations all require fingerprinting before granting visas.

The fingerprinting requirement has raised a storm of protest because it gave CP propagandists an issue each time foreign visitors rapped the "degrading" procedure.

The organizing drive that the SIU Harbor and Inland Waterways Division has been operating throughout the A&G District has just scored another victory in the Gulf tidelands. The contract won from the Magco Towing Co. of New Orleans brings another group of Gulf harbor workers under the SIU banner, and adds to the total of similar SIU victories in Houston, Baltimore, Philadelphia and other Gulf ports. It also contributes one more company to the list of offshore, harbor and allied marine outfits that the SIU has won in its continuing organizational campaign during the past months.

The Magco victory is especially significant as a further step in breaking down the old non-union pattern that has long characterized the Gulf and tidelands areas. The SIU believes it will pave the way for additional successes in the waterfront fields in the Gulf, and help shoreside unions in their organizing drives in the area.

In addition to benefits brought to harbor workers the HIWD has proven of value to the whole SIU membership. HIWD has in each case increased job opportunities for Seafarers and offered additional protection to SIU harbor workers against the threat of non-union operations. For the newly-organized workers, the HIWD contract spells out a secure union future of higher wages, welfare benefits, improved working conditions, and SIU representation.

## Stormy Weather Ahead

What the editorialists and business apologists like to call the "monopoly power of organized labor" is in for a bad time come next January. All trade unions will be confronted with a barrage of new restrictive legislation as soon as Congress convenes again. The outlook is that the anti-labor forces will hit paydirt this time.

Fronting for the anti-union campaign are those who derive comfort from charges of corruption against a few unions and officials disclosed through the work of the Senate investigating committee. Thus, whatever good the committee may have done could be completely nullified and all unions will suffer.

This seems rather a large price to pay, considering the number of anti-racketeering statutes already on the books, if the real purpose of the attack on unions is simply to clean out corruption. It remains for Senate Committee members themselves to prove their sincerity by opposing restrictions on all of labor.

## Outports Aid In NY Slack; Outlook Good

NEW YORK—Shipping dropped off considerably during the past two weeks due to the fact that only a handful of ships pulled into port for payoffs and sign-ons. But the situation was eased somewhat by the number of men dispatched to outports as replacements. In fact, some of these requests could not be filled for lack of takers, so it would seem that the men on the beach want to take it easy for awhile.

Next period promises better shipping with a number of vessels coming in from long trips. This usually means a fairly good turnover in crews. In addition to these there are a couple of vessels that are expected to come out of temporary lay-up and take on crews within the next two weeks.

There were 28 vessels in port during the last period. Eleven ships paid off, three signed on and 14 were in transit.

The Ideal X and Gateway City (Pan-Atlantic), Ocean Deborah (Ocean Transport), Robin Locksley (Robin), Fort Hoskins (Cities Service), Lawrence Victory (Mississippi), Coeur D'Alene Victory (Victory Carriers), Shinnecock Bay (Veritas), Pan Ocean Transporter (Penn. Nav.), Alcoa Runner and Alcoa Pegasus (Alcoa) paid off while the Coeur D'Alene Victory

(Victory Carriers), Robin Locksley and Robin Hood (Robin) signed on.

The vessels in transit were the Seatrains Georgia, Texas, Louisiana, Savannah, New York (Sea-train); Steel King, Steel Director, Steel Artisan (Isthmian); CS Baltimore (Cities Service), Val Chem (Valentine), Seamar (Calmar), City of Alma (Waterman), Ocean Ulla (Ocean Trans.) and Robin Locksley (Robin).

## Seattle Sees Slow Future

SEATTLE—Shipping has been good here but the outlook is uncertain. The Choctaw, Kyska, Jean LaFitte, Afoundria (Waterman), and the Grain Trader (Grainfleet) paid off during the past period. All but the Kyska, which was temporarily laid up, signed on.

There were only four vessels in transit. They were the Ocean Joyce (Ocean Clippers), Flomar, Portmar (Calmar) and the Yaka (Waterman).

## FINAL DISPATCH

William Girardeau, 77: A heart ailment was the cause of death of Brother Girardeau on September 23, 1957. He became a full member of the Union January 22, 1940, and sailed in the steward department. Brother Girardeau is survived by his wife, Olive Girardeau, of North Harwich, Mass. Burial took place in South Dennis Cemetery, South Dennis, Miss.



Waters, of Dalton, Georgia. Brother Waters became a full member of the Union on July 14, 1947, and sailed in the deck department. He was buried at sea.

Lonnie Tickle, 48: A heart ailment caused the death of Brother Tickle on August 19, 1957, in New Orleans, La. He became a full member of the Union on October 11, 1943, and sailed in the deck department. Brother Tickle is survived by a sister, Mrs. Nora Beverly, of Mt. Airy, NC. Burial took place in Oakdale Cemetery, Mt. Airy, NC.

John E. Ziegler, 31: A gunshot wound proved fatal to Brother Ziegler on August 20, 1955. Death took place in Mobile, Ala. He became a full member of the Union May 22, 1951, and was sailing in the deck department. Brother Ziegler is survived by his son, John E. Ziegler Jr., of Mobile, Ala.

John C. Carolan, 51: On August 13, 1957, Brother Carolan died from a heart ailment in San Francisco, Calif. He became a full member of the Union on March 16, 1942, and sailed in the engine department. He is survived by his wife, Irene Carolan, of San Francisco, Calif. His place of burial is unknown.



Jacob Schmidt, 57: Brother Schmidt died from natural causes on September 13, 1957, in the Norfolk USPHS hospital. He became a full member of the Union on January 17, 1956, and was sailing in the engine department.

Druey K. Waters, 48: Multiple injuries due to a fall into the hold of the ship Robin Hood caused the death of Brother Waters. Death took place in Durban, South Africa. He is survived by his wife, Rachael

## TMT Gets New Funds

Successful in its bid to obtain new financing, TMT Trailer Ferry Inc. plans to resume operations next month on the Florida-Puerto Rico run. The trailership Carib Queen, now in lay-up, will crew up shortly for the Puerto Rico service.

Eric Rath, president of the SIU-contracted company, had announced earlier this month that the company would go into voluntary reorganization if new money was not forthcoming. At the time, the company was facing suits from creditors for unpaid bills. The concern had also suffered a financial loss in 1956 which Rath attributed to delays in the conversions of the Carib Queen and Florida Queen, as well as operating difficulties on the Carib Queen.

The Carib Queen, a converted Landing Ship Dock, was designed as a true "roll-on, roll off" trailership, with trucks and private cars loading via ramps on three deck levels. A sister ship, the Florida Queen, has been undergoing conversion in a Florida shipyard for the same service.

TMT has been operating in the past on the inter-island run, utilizing unmanned LSTs which were hauled by tugs.



# 57 Days In Hawaii No Challenge

Honolulu is a diverting port for seamen, but after 57 days of it the novelty usually gives way to boredom and friction.

This wasn't the case with the SIU-manned cable storage ship Arthur M. Huddell, as the crew earned a special commendation from their skipper, Capt. S. Kurilich, for its "splendid cooperation and good conduct." For the past year and a half, the Huddell has been operating between the East and West Coasts as a seagoing cable warehouse for an Army cablelayer engaged in a Defense Department communications project.

According to an unnamed LOG correspondent, "the voyage and events on here have been duplicated by other SIU crews on other ships, but we feel the narration of our particular voyage should not go unheralded. The outstanding characteristic of the Arthur M. Huddell is that it is a happy ship. . . . The gang on here could have made the grade on any job."

There was no "intense search for the particular type of men for this job," he stated. "The only admonition was this: If you don't feel you can sit it out in Hawaii for a couple of months, then don't take the job." The crew turned out to be about equally divided between the ports of Boston, Baltimore and Wilmington and was "a



Part of the SIU deck gang on the Huddell in Hawaii included (front, l to r) Dan Backrak, Bernard Casserly, ABs; rear, Mike Sikorski, bosun; Bob Alvera, OC; Dick Gillich, AB; John Mack, OS; Jerry Moynahan, AB (now deceased), and Tom Johnson, OS.

typical SIU crew." "With about four exceptions the same crew brought her back, with the following score: no logs, no missing ship, no fights, no gambling, no drinkers who couldn't stand tall in the morning."

Noting these results, the ship's reporter listed among the reasons for this happy state of affairs the officers, especially the skipper ("as accommodating and cheerful as a skipper as any seaman would want to sail with") and the SIU steward department ("probably the most important group responsible", particularly steward Wes

Young and cooks King and Sweeney.

One of the sad aspects of the trip was the death of Jerry Moynahan, AB, who keeled over while running a winch in Oakland, Calif. He died in the hospital. "The whole crew was stunned by the suddenness of it. The flag went to half mast, the usual collections was started, laughter ceased and the Huddell was no longer a happy ship."

The Huddell is now slated to sail for Portland to go into the shipyard and then into lay-up at Astoria, Ore.

## Boston Funeral Assist Lauded

To the Editor:

I would at this time like to express my deepest gratitude to the former shipmates of my late husband, Jerome Moynihan, for their help and support in our sorrow.

It is awfully hard for me to write what I really want at this time. I cannot say "thank you" enough to show how grateful I

medical treatment and attention a seaman can receive. It's really tops.

This prompts me to say that with the recent news of a new threat to close some of these hospitals, it is up to each and every one of us to protest such action. We can do this by writing or wiring our protests to those Government officials whose names are carried in the LOG, and also to our own Senators and the Congressmen in our various local districts.

When they threatened to close them before, that is what we did very successfully. We can only do it again by our combined efforts and those of other interested organizations. So let's all do our part and protest this most vigorously. It's a damn shame that when the Government is looking to economize they pick on a project like this when so much is being wasted on far less necessary items.

Those of us who have received such fine treatment at these hospitals over a period of time know what they mean to us. I know these boys will write in, but it's up to all of us to do so.

In closing, I'd like to thank all those at Staten Island who were swell to me during my recent stay, especially Doctors Sparga and Walker.

Art Lomas

## 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.

am to Boston Port Agent James Sheehan and to Elmer Taber, Stanley Cieslak and Woodrow Woodford, who all served as pallbearers. They have our deepest appreciation for the much-needed help they gave my children and I.

We cannot praise the SIU enough and wish we could thank you all personally. Our home is open to you and your wives at any time. You shall always be welcome.

Mrs. Dorothy Moynihan

(Ed. note: Brother Moynihan died at the marine hospital in San Francisco early in September. He was last aboard the SS Arthur M. Huddell.)

## New Orleans' Aid Hailed

To the Editor:

I would like to express my appreciation for the help I received from the SIU in New Orleans when my brother, James M. "Blackie" Mason, passed away August 13.

They were all wonderful and

## Asks Relentless Fight For SIU

To the Editor:

As an oldtimer on the SIU disability list, I wish to express my heartfelt thanks to the brothers and also to the welfare plan for the help given me.

Since I've been out of commission, welfare has paid all my hospital bills and even bought me special brace crutches enabling me to walk again. Someday I hope to regain my health and be back at sea with all of you where I belong. But in case I don't get back, fellows, just you love this Union as much as I do and fight for it like we have fought and they will never sink our Union.

God bless all of you for what you've done for me and many others.

Hugh D. Fouche

## Valencia Okay For Shoreleave

To the Editor:

This vessel, the SS Arlyn, a Bull Line Liberty, departed New York City on August 13th for Norfolk and left there on the 21st for Valencia, Spain, with a full load of coal.

We had very good weather on the way over, arriving at Valencia on September 5th. We unloaded about 1,000 tons and then shifted to Puerto de Sagunto on the 8th where the balance of the cargo was discharged. Arrived back at Valencia today to take on bunkers. The sailing board is posted for 9 PM.

Valencia is the place to have a good time. Street cars and taxicabs are reasonable. The fun part is not too high-priced, except for some of the large downtown nightclubs which really seem to think all Americans are Santa Claus.

We are all wondering what the score is on the strike, etc. The big question is will we make another trip or not. All hands are hoping for as smooth a trip homeward-bound as the one going out.

Frank Collins

# SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL STATEN ISLAND, NY**
  - Jack Williams
  - Ernest Webb
  - W. Serrano
  - Henry Kay
  - M. Makatangay
  - W. Collazo
  - S. Swienkoski
  - D. Metherington
  - Charles White
  - R. Quinn
  - F. Stephen
  - A. Gamali
  - D. Furman
  - B. Smoljan
  - A. Fernandez
  - I. De Nobriga
- MANHATTAN STATE HOSPITAL NEW YORK, NY**
  - James Rist
- USPHS HOSPITAL SEATTLE, WASH.**
  - Terence Colivet
  - Michael Delano
  - L. E. Hodges
  - Milton A. Jaeger
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**
  - Manuel Antonana
  - Eladio Aris
  - Fortunato Baecomo
  - Joseph J. Bass
  - Juan Denopra
  - John J. Driscoll
  - Fabin Furmanek
  - Joseph M. Gillard
  - William Guenther
  - Bart E. Guranick
  - Everett Halslett
  - Percy Harrelson
  - Talb Hassen
  - Billy R. Hill
  - Antonio Infante
- USPHS HOSPITAL STATEN ISLAND, NY**
  - W. Vaugman
  - J. Stanton
  - Robert Gresman
  - Luis Campos
  - George Williams
  - R. Reyes
  - O. Adams
  - Allie Androm
  - P. Seidenberg
  - W. Smith
  - James Maxey
  - R. Parker
  - F. Paylor
  - B. Estrella
  - M. Seiber
- MANHATTAN STATE HOSPITAL NEW YORK, NY**
  - James Rist
- USPHS HOSPITAL SEATTLE, WASH.**
  - James J. McDevitt
  - Alonzo M. Milefski
  - A. J. Scheving
  - Joseph W. Waite
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**
  - Ira H. Kilgore
  - Ludwig Kristiansen
  - Frederick Landry
  - Leonard Leidig
  - Patrick McCann
  - Archibald McGuigan
  - H. C. McIsaac
  - Albert Martinelli
  - Vic Milazzo
  - Joaquin Miniz
  - William O'Dea
  - C. Osinski
  - George G. Phifer
  - C. A. Puissegur
  - Winston E. Renny

- USPHS HOSPITAL MEMPHIS, TENN.**
  - Charles Burton
- SAILOR SNUG HARBOR STATEN ISLAND, NY**
  - Victor B. Cooper
- USPHS HOSPITAL FORT WORTH, TEXAS**
  - B. F. Deibler
  - Siegfried Gnitke
  - James R. Hodges
- EASTERN SHORE STATE HOSPITAL CAMBRIDGE, MD.**
  - Thomas R. Leahy
- VA HOSPITAL BROOKLYN, NY**
  - R. McCutcheon
- VA HOSPITAL HOUSTON, TEXAS**
  - John P. Williamson
- USPHS HOSPITAL GALVESTON, TEXAS**
  - Eldred L. Bates
  - Marvin P. Bennett
- USPHS HOSPITAL NORFOLK, VA.**
  - Francis J. Boner
  - Frank T. Campbell
- USPHS HOSPITAL SAVANNAH, GA.**
  - Leon C. Harper
  - Jimmie Littleton
- USPHS HOSPITAL NEW ORLEANS, LA.**
  - William Bargone
  - Marlow C. Barton
  - John W. Bigwood
  - Claude Blanks
  - W. Christianson
  - Wesley Cunningham
  - William Driscoll
- USPHS HOSPITAL BOSTON, MASS.**
  - Daniel E. Murphy
  - Harry S. Murray
- USPHS HOSPITAL BALTIMORE, MD.**
  - Isaak Bourin
  - Angelo Camerote
  - Rosario Copani
  - Bennie Crawford
  - Thomas D. Dalley
  - Finnie Davis
  - Leo Dwyer
  - Joss Garcia
  - Gorman T. Glaze
  - Burl Haire
  - David Hebert
  - Charles Ison
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
  - Joseph H. Berger
  - Salvatore J. Guilfrè
  - Thomas Hankins
  - F. N. Hierro
  - Joseph C. Marso
- USPHS HOSPITAL BOSTON, MASS.**
  - George D. Rourke
  - James M. Enwright
- USPHS HOSPITAL BALTIMORE, MD.**
  - Norman W. Kirk
  - William Kovamees
  - James E. Lavella
  - D. Mastrototola
  - Joseph Prabeck
  - Roy R. Rayfield
  - Stanley Rodgers
  - Joseph Roll
  - Wm. J. Stephens
  - Dolphus Walker
  - Archie Wright
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
  - Shio Han Sun
  - Norman I. West
  - S. C. Wang
  - M. Michalik

- USPHS HOSPITAL BOSTON, MASS.**
  - Edward Samrock
  - Toanil Smigileski
  - Wart A. Spencer
  - Chas. H. Summerell
  - Georald L. Thaxton
  - Lucien Theriot
  - Houston Thomas Jr.
  - James E. Ward
  - George Wendell
  - Harry Wolowitz
  - Clifford Wuertz
  - Jacob Zimmer
- USPHS HOSPITAL BALTIMORE, MD.**
  - George D. Rourke
  - James M. Enwright
- USPHS HOSPITAL BALTIMORE, MD.**
  - Norman W. Kirk
  - William Kovamees
  - James E. Lavella
  - D. Mastrototola
  - Joseph Prabeck
  - Roy R. Rayfield
  - Stanley Rodgers
  - Joseph Roll
  - Wm. J. Stephens
  - Dolphus Walker
  - Archie Wright
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
  - Shio Han Sun
  - Norman I. West
  - S. C. Wang
  - M. Michalik



Disabled Seafarer "Blackie" Mason pictured shortly before his death.

most kind to help me with various details as I am out of the state and knew no one there. I also received the insurance check very soon.

Thanks to all concerned, I truly wish all the luck to the Union and all its brother members. We enjoy reading your SEAFARERS LOG very much and hope to continue to receive it.

Mrs. Charles R. Ries

## Urges Protest To Save PHS

To the Editor:

No matter how often a guy has been at Staten Island or the other marine hospitals, he's always grateful for the finest

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

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

(Print Information)

NAME .....

STREET ADDRESS .....

CITY ..... ZONE ..... STATE .....

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

ADDRESS .....

CITY ..... ZONE ..... STATE .....

**SEAFARERS PORTO'CALL**

IN NEW YORK 675-4th AVE.

IN BALTIMORE 1216 E. BALTIMORE



## Hound Dogs? Sea-Dogs Tops Despite Elvis

One of the last items of business handled aboard the SS Mae before she laid up in Baltimore recently concerned "Stinky," the ship's dog.

"Stinky," it develops, had broken her leg and the crew was fretting over her nervously, said Harry Schwartz, ship's delegate. "When we finally were ready to remove the cast, everybody was so tense you'd have thought she was going to have a baby."

But all ended well. The pup turned up at the ship's meeting to show she was alright and still plenty frisky. Needles to say, she's in good hands now, with steward Joe Shea, who originally brought her aboard, keeping her in tow. There's no dog like an old seadog, after all.

# 'Gator Was No Match For 'Honest Al'

By Seafarer Alan E. Whitmer

Fearless Tracker Slusser paused to wipe the sweat from his brow as he paddled the pirogue through the dense Louisiana bayou country. Honest Al dozed in the stern amidst their meager equipment. Meager it was, when their mission was to capture a huge bayou alligator alive and intact without the use of a net, ropes or any of the other means which the natives of the bayou country employed when they hunted the dreaded monsters.

All of the Tracker's and Honest Al's friends had warned them against what they planned to do, but their mission was too important to be deterred by warnings of impending doom.

Honest Al had chosen the Tracker to accompany him because the Tracker had a long-standing reputation for being one of the best men in the bush. And so they were out in bayou, nearing their secret destination—a small shack built up on stilts, the location of which had been given to them by one Tiger Rousell, now retired.

As they neared the shack,

Tracker let his paddle steer the pirogue and they glided silently up to the shack. The pirogue bumped gently against one of the supporting stilts rising up from the black water and, as it did, Honest Al awoke, clear-eyed and ready for action.

### Shack On Stilts

The shack rose out of the dark water fully ten feet up on its stilts. There was one window that couldn't be closed because of a broken shutter. A long ladder led up to the door, which had a strong lock just as the Tiger had said.

Satisfied that all was well, Honest Al all but leapt out of the pirogue in his haste to get the show on the road. Shaking hands with the Tracker, he climbed the ladder with his meager equipment, consisting of one pair of 10x50 binoculars, a cigar box, a large pair of tweezers and a huge book entitled "Audubon's Essay On Birds." He was dressed in a chartreuse bathing suit with blue flippers on his feet and a pair of purple shades over his eyes.

At the same time, Tracker took the pirogue out of sight to await the signal that would tell him Honest Al had succeeded in his mission. As he nosed his craft up under a huge tree festooned with Spanish moss, he rooted around in the bottom of the pirogue and came up with a bottle of 3 star Hennessy Cognac (two of the stars were missing). He took a long pull on the bottle, then proceeded to go fishing in the accepted bayou fashion.

### Sat And Smoked

Meanwhile, back at the shack, Honest Al had settled down in the one chair in the shack and smoked. He was very hot, and when he was

hot he smoked. He locked the door, went to the window and dove down into the dark, deep water. He stopped smoking immediately.

### Dark Eyes Rise

As he swam around slowly, two dark eyes arose from the depths a scant 50 feet away. It was a huge bayou alligator such as Honest Al had come for. As the 'gator smacked his lips in anticipation of an "Honest" meal, Honest hastily propelled him-

self toward the ladder leading to the door of the shack. Close behind came the lip-smacking alligator. Honest closed and locked the door with seconds to spare, sat down in the chair, and opened up "Audubon's Essay On Birds." Since Honest hated birds, the book was very boring. It caused him to become drowsy and, as his head nodded, the book fell and landed on the floor, open at his feet.

Outside, the alligator climbed the ladder and found the door locked. He pounded on the door, but Honest slept on. Presently the alligator also remembered the window that couldn't be closed and swam around to it. With a swift leap he cleared the window and was in the shack with Honest Al. He smacked his lips again, and headed for the sleeping alligator hunter.

### Noticed Book

Nearing Honest Al, he noticed the open book at his feet. Here curiosity overcame hunger and he began to read Audubon on birds. Like Honest, he too soon became bored and fell fast asleep. His snores quickly awoke Honest, who just couldn't stand to sleep with a snoring alligator in the same room. Honest moved fast, lest he awaken the sleeping 'gator and be devoured on the spot.

Seizing the binoculars in one hand and the tweezers in the other, he reversed the binoculars and put them to his eyes. Now, with the alligator in full reverse focus, he gently reached down with the tweezers, picked up the sleeping alligator and deposited him in the cigar box. He quickly snapped the lid shut and locked it tight with a lock he had provided.

### Mission Accomplished

Tracker was pulling the last star out of the Hennessy bottle when he heard the signal he had been waiting for: the cry of the Bombay Duck. He fired up the outboard and sped to the shack where the grinning Honest Al waited.

Honest was humming "With a little bit 'o luck," a tune he'd learned from an English-born bar steward, and was complimenting himself on the success of his mission. It had been a good piece of work all around.



## Got A Whale, Boys?



Nobody let us in on the secret of what the gang is hauling, but the boys look plenty busy at it on the tanker Fort Hoskins. On the job (l to r) are Clark Immas, AB; the first mate; "Red" Gibbs, AB; Mike Curry, DM, and "Red Lead" Jones, DM. Photo by oiler Chester Coumas.

**CHIWAHA (Cities Service), Sept. 17—**Chairman, A. Masciello; Secretary, L. Magmann. One man fouled-up—reported to agent. Some disputed OT to be taken up at payoff. Milk short-afe. noise in passageways to cease; food handlers to keep hands clean; five to three cases of milk going sour—called to steward's attention—steward refuses to serve enough milk at supper time. Crewmembers report steward brings milk up midships at night, makes messmen return all unbroken containers to ice box below after each meal. Complaint about allotment of milk per contract not being taken aboard in each port.

**ROBIN HOOD (Robin), Sept. 15—**Chairman, L. Movell; Secretary, E. Dawkins. New steward dept. elected. Compliments to night cook & baker for doing double duty due to illness of chief cook. Letter referred to in T. Flynn's telegram not received. Account of Chip's fatal accident and burial at sea together with photos mailed to LOG. Two NMU men claim extra pay, to be referred to patrolman. Reports accepted. Motion that job calls be made at 10:00 AM, 1:00 PM and 4:00 PM. Voted unanimously. New librarian elected and directed to change books in Boston or NY. Steward requested not to accept Pride as soap powder. Delegate to check log chest for cigarettes and other articles. Vote of thanks to steward dept. for job well done.

**STEEL KING (Isthmian), Sept. 10—**Chairman, C. Pressnell; Secretary, W. Rhone. Black gang quarters painted. All beefs settled. Smooth trip. Nothing eventful or news-worthy. Ship's fund, \$14.70. Few hours disputed OT. Report No. 163 regarding job call discussed. Suggestion to secure deodorizers for bathrooms.

**MORNING LIGHT (Waterman), Sept. 14—**Chairman, R. Ransom; Secretary, W. Morse. Report accepted. Ship to be fumigated; deck dept. rooms to be sougeed and painted. Pantry to be painted. Suggestion that headquarters try to remedy seaman's wages made in last months of year and first months of following year, having to be declared in year filed.

**SAMUEL F. MILLER (Boston Shipping), Sept. 11—**Chairman, H. Higginbotham; Secretary, W. O'Connor. One member hospitalized in Japan. Communication from hall read as brother passed company doctor in Texas and

Oregon. Discussion on shore leave—nothing done about this until ship arrives in States. Ship's fund, \$47. built up by arrival pools. Beef about OT and shore leave—to be taken up with patrolman. Discussion on job calls. Crew wants calls to remain as is. Discussion on launch service—to write letter to headquarters on same; washing machine to be repaired. Bathroom to be kept clean.

**STEEL NAVIGATOR (Isthmian), Sept. 14—**Chairman, G. Abundo; Secretary, P. Marayo. Water is running dirty. Rooms need painting. Ship's fund, \$15.35. Few hours disputed OT.

## Digest Of SIU Ship Meetings

Mess room needs sougeeing. All rooms should be painted soon after leaving San Francisco.

**ALCOA CLIPPER (Alcoa), Aug. 31—**Chairman, O. Lehman; Secretary, L. Nicholas. Ship's fund, \$121. Motion to leave shipping rules as they are and to write secy-treas. on pros and cons on job calls in communication No. 162. New delegate elected. Members voted to keep shipping rules as they are.

**SEAGARDEN (Penn Nav.), Aug. 11—**Chairman, J. Grimos; Secretary, D. Coker. No beefs. Vote of thanks to steward dept. Crew to conserve fresh water as much as possible until arrival at Canal Zone. Fans to be turned off when leaving quarters. Washing machines to be turned off after using. Sept. 1—Chairman, J. Clapp; Secretary, D. Coker. Two men taken off ship due to illness. Deck maintenance man made bosun due to bosun's illness. Bosun to be placed in hospital in Trinidad and returned to states

soon as possible. Engineer removed from ship due to heart attack while ship was receiving bunkers at Venezuela, to be repatriated to States soon as possible. New delegate elected.

**SANTORE (Ore Nav.), Sept. 17—**Chairman, C. Sant; Secretary, S. Walton. Condition of washing machine reported to patrolman. Awaiting results. No pay-offs this trip. Next voyage to Venezuelan port. Ship's fund, \$12.26. Port time concerning chief and 3rd cooks requires clarification by patrolman. Report accepted. Vote of thanks to delegate for job well done. All hands requested to cooperate in returning cups to pantry. New delegate elected.

**STEEL CHEMIST (Isthmian), Sept. 14—**Chairman, N. Matthey; Secretary, M. Kaufman. Repair list made up. Discussion on washing machine—need new one. OS shipped NY did not show up—called shorthanded. Picked up OS in Baltimore. List for cleaning schedule of laundry and recreation room posted. Vote of thanks to steward dept. Cleaning of alley taken up. To call safety meeting before arrival "Frisco. Library to be locked up while in port.

**MARYMAR (Calmar), Sept. 8—**Chairman, A. Riasko; Secretary, W. Stucke. Ship's fund, \$13.36. Report accepted. Communications and reports to be posted on crew mess bulletin board, so that membership may discuss and vote on same. Laundry and recreation room to be kept clean. Vote of thanks to steward dept. for fine food and good working conditions.

**LITTLE ROCK (North-Atlantic), Sept. 10—**Chairman, I. Barker; Secretary, H. Kennedy. New delegate elected. Repair list to be made up.

**DE SOTO (Waterman), Sept. 15—**Chairman, R. Hodges; Secretary, B. Varn. One man hospitalized in Bremerhaven. Took two men in Bremerhaven who missed SS Hastings, as replacements. Some disputed OT. Hospital slips not being given on request by crew members. Three men missed ship from Bremen to Bremerhaven. Discussion on job call procedure—30 members were for retaining present system, two wanted three or four calls a day limit. It was pointed out that a man wanting to ship could attend to his business after calls as had been done in the past. Foc'sles to be left

clean when leaving ship. Cots to be turned in to steward before leaving ship. Vote of thanks to steward dept. for good food and service.

**COEUR D'ALENE VICTORY (Victory Carriers), Sept. 4—**Chairman, V. Porter; Secretary, F. Hicks. Repairs being made. New delegate and reporter elected. Ship's fund, \$7. Ten hours disputed OT. One man failed to join ship; gear sent to headquarters. Security watches at Sunny Point discussed. Report accepted. Vote of confidence to steward dept. for good, varied menus and good cooks and waiters. Draws discussed. Repair list to be drawn up in advance. Discussion on sanitary work. OS doing good job. Steward dept. cleaning recreation room, engine and deck rotating laundry.

**CITY OF ALMA (Waterman), Sept. 15—**Chairman, A. Sirignano; Secretary, P. Whitlow. Repair list submitted; disputed OT to be turned in. Brothers may pay off under mutual consent—forfeit transportation if any due. All hands to get linen subsistence. When going to hospital brothers asked to return with hospital slip. Ship's fund, \$24.18. Some disputed OT. Delegate covered wiper slacking off duties. Transportation due men dispatched to ship in Gulfport from Mobile, and weekend OT to be squared away for messman who was ill and could not perform duties. Man hospitalized in Honolulu; new man picked up as replacement. No LOGS received since Honolulu. Motion that quarters used as hospital aft be moved midship and space utilized as crew fo'c'sles. Galley exhaust vent fan to be steam-cleaned. More slop chest items to be carried. Medical supplies to be checked. Ship to be fumigated for roaches. Need additional fan in mess and recreation hall. Steam lines to bathrooms and showers aft to be repaired. Paint bathrooms. Screen doors to be repaired and freed aft. Turn in all unused linen—complete inventory to be taken. Leave fo'c'sles clean; need ice cream freezer.

**GRAIN SHIPPER (Grainfleet), Sept. 15—**Chairman, R. Caray; Secretary, S. Malvenan. Letter requesting agent meet ship on arrival Long Beach to square away some beefs. Ship's fund, \$10. donated by deck and engine depts. Steward dept. donation to be given at first draw. Captain continuously on deck—this matter to be taken up with patrolman. Bosun and deck mainte-

nance not permitted to work Saturdays or Sundays. Friction in galley between chief cook and 3rd cook. To be squared away on arrival. Motion to continue with hourly job calls as per Union procedure for past years. Crew wishes to go on record on any proposed changes in regular hourly job calls. Captain to be notified five days before arrival on replacements for men getting off as ship due arrival on week-end. Requisition given to captain for more stores—ship insufficiently stored in NY. Vote of thanks to ship's delegate.

**MAXTON (Pan-Atlantic), Sept. 22—**Chairman, B. Williams; Secretary, P. Cathcart. One man missed ship in Houston. Cots to be taken care of. Ship's fund, \$24. Some disputed OT. Report accepted. Few beefs about steward dept. Chow to be improved.

**STEEL EXECUTIVE (Isthmian), Sept. 21—**Chairman, A. Brodie; Secretary, C. Kasar. New delegate elected. Discussion regarding members to act as good SIU men and handle beefs through delegates. Elect steward as permanent ship's treasurer. Discussion on all matters regarding welfare of all concerned on vessel, to make voyage a pleasant one and steward dept. will aim to satisfy everyone during voyage.

**LOSMAR (Calmar), Sept. 19—**Chairman, T. Glen; Secretary, R. Ramspurger. Three men to check food stores when ship is stored. Vote of thanks to Negotiation Committee. Motion to bring patrolman down for special meeting—subject: "Food stores." Few beefs.

**BALTORE (Ore Nav.), Sept. 21—**Chairman, J. Oliver; Secretary, J. Wunderlich. Ship's fund, \$17.25. To accept report with one exception: written resolution to be submitted to go on record crew unanimously opposed to any change of shipping calls. Coke bottles to be returned to receptacles.

**BARBARA FRIETCHIE (Liberty), Sept. 15—**Chairman, O. Payne; Secretary, M. Kramer. New washing machine installed. Delegates asked to turn in draw list. New reporter elected. Motion to dispense with ship's fund and treasurer. Reports accepted. Crew to go on record favoring the changing of shipping calls to twice a day.



**Kids Step Up For Bows**



SIU youngsters step into the spotlight here, as Charlene Slater (above) shares lime-light with dad, Seafarer Charles "Red" Slater, in New Orleans. Slater usually sails out of the Gulf with Alcoa. At left, sturdy San Franciscoan Durwood B. Dees Jr., 1½, is pictured at play. He was only 15 months old when this was taken.

**LOG-A-RHYTHM:**

**Typhoon**

By John Wunderlich

Storming across the sea,  
Breaking down, raking down  
Taking all in its way;  
Like a whirlwind,  
Twisting around,  
Setting aground  
Ships which at anchor lay.

Cooling tormented souls,  
Drying my tears,  
Killing my fears,  
Liberating my broken heart;  
Blowing so fresh,  
Snapping the leash  
That is binding my thoughts.

You'll be my only love,  
Strength in your grasp  
Sting like a wasp  
Still be my love.

You are able, so able,  
You can move everything;  
Clouds up so high,  
Close to the sky  
Riding above.  
Typhoon.

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

**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 pay 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.

**SIU HALL DIRECTORY**

**SIU, A&G District**

- BALTIMORE ..... 1216 E. Baltimore St. Eastern 7-4900  
Earl Sheppard, Agent
- BOSTON ..... 278 State St. Richmond 2-0140  
James Sheehan, Agent
- HOUSTON ..... 4202 Canal St. Capital 3-4089; 3-4080  
Robert Matthews, Agent
- LAKE CHARLES, La. .... 1419 Ryan St. Hemlock 6-5744  
Leroy Clarke, Agent
- MOBILE ..... 1 South Lawrence St. Hemlock 2-1754  
Cal Tanner, Agent
- MORGAN CITY ..... 912 Front St. Phone 2158  
Tom Gould, Agent
- NEW ORLEANS ..... 523 Bienville St. Tulane 8626  
Lindsey Williams, Agent
- NEW YORK ..... 675 4th Ave., Brooklyn Hyacinth 9-6600  
Leroy Clarke, Agent
- NORFOLK ..... 127-129 Bank St. Madison 2-9834  
Ben Rees, Agent
- PHILADELPHIA ..... 337 Market St. Market 7-1035  
S. Cardullo, Agent
- PUERTA de TIERRA PR ..... 101 Pelayo Sal Colla, Agent Phone 2-5998
- SAN FRANCISCO ..... 450 Harrison St. Douglas 2-5475  
Marty Breithoff, Agent
- SAVANNAH ..... 2 Abercorn St. Adams 3-1728  
E. B. McAuley, Agent
- SEATTLE ..... 2505 1st Ave. Elliott 4334  
Jeff Gillette, Agent
- TAMPA ..... 1809-1811 N. Franklin St. Phone 2-1323  
Tom Banning, Agent
- WILMINGTON, Calif. .... 505 Marine Ave. Reed Humphries, Agent Terminal 4-2874
- HEADQUARTERS ..... 675 4th Ave., Bklyn. Paul Hall
- SECRETARY-TREASURER
- ASST. SECRETARY-TREASURERS
- J. Algina, Deck C. Simmons, Joint
- J. Volpian, Eng. W. Hall, Joint
- E. Mooney, Std. R. Matthews, Joint

**SUP**

- HONOLULU ..... 16 Merchant St. Phone 5-8777
- PORTLAND ..... 211 SW Clay St. Capital 3-4336
- RICHMOND, Calif. .... 510 Macdonald Ave. Beacon 2-0925
- SAN FRANCISCO ..... 450 Harrison St. Douglas 2-8363
- SEATTLE ..... 2505 1st Ave. Main 0290
- WILMINGTON ..... 505 Marine Ave. Terminal 4-3131
- NEW YORK ..... 675 4th Ave., Brooklyn Hyacinth 9-6163

**Canadian District**

- HALIFAX, N.S. .... 128½ Hollis St. Phone 3-8911
- MONTREAL ..... 634 St. James St. West Plateau 8161
- FORT WILLIAM ..... 408 Simpson St. Ontario Phone: 3-3221
- PORT COLBORNE ..... 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario ..... 272 King St. E. Empire 4-3719
- VICTORIA, BC ..... 617½ Cormorant St. Empire 4331
- VANCOUVER, BC ..... 298 Main St. Pacific 3498
- SYDNEY, NS ..... 304 Charlotte St. Phone: 6346
- BAGOTVILLE, Quebec ..... 20 Elgin St. Phone: 645
- THOROLD, Ontario ..... 52 St. David's St. Canal 7-2993
- QUEBEC ..... 44 Sault-au-Matelot Quebec Phone: 3-1569
- SAINT JOHN ..... 177 Prince William St. NB OX 2-5431

**Great Lakes District**

- ALPENA ..... 1215 N. Second Ave. Phone: 713-J
- BUFFALO, NY ..... 180 Main St. Phone: Cleveland 7301
- LEVELAND ..... 734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT ..... 1038 3rd St. Phone: Woodward 1-6837
- DULUTH ..... 621 W. Superior St. Phone: Randolph 2-4110
- SOUTH CHICAGO ..... 3261 E. 92nd St. Phone: Essex 5-2410

**Urges Revision Of Pension Plan**

To the Editor:  
I fully agree with J. Eichenberg on the retirement plan (LOG, Sept. 27, 1957). Twenty years of sailing should be the limit required to make one eligible for benefits, regardless of age.

I know that to some men, the sea and ships represent a way of life but, at the same time, it would give one a sense of security to know that a pension is

Portsmouth, Va. and myself, may I say thanks to Brothers Earl Sheppard, Johnny Arabacz and Ben Rees for a good job well done.

Truly the spirit of the SIU of North America has proven beyond an iota of doubt that when the test comes, it certainly is the "Brotherhood of the Sea."

W. C. Dowdy  
SS Venore

**SIU Blood Donors 'Saved' His Life**

To the Editor:  
This letter is to express in some small way my heartfelt appreciation to the SIU and my Union brothers for coming down on short notice and giving blood on my behalf. I'm told that the blood supplied by these donors helped save my life.

I was in the Staten Island marine hospital when I was notified late one afternoon that I needed an operation and might require blood in an emergency. I immediately called the welfare office at SIU headquarters and the next morning the blood was there. Four donors from the Union hall were on tap.

As it happened, the hospital did not have my type of blood available, but was able to obtain some quickly in exchange for the four pints supplied by the SIU brothers.

An emergency actually did occur while I was on the table. I stopped breathing, they tell me, and the blood was used to save my life. While I'm still convalescent and it will be some time before I can ship again, it's nice to be back on my feet. My deepest thanks again to all concerned for their fast work.

Fred L. Travis

**Offers Thanks For Condolences**

To the Editor:  
I wish to thank all the members of the SIU for their wonderful kindness to me in my recent bereavement after the death of my husband, who was also the father of an SIU official. Their beautiful flowers and expressions of sympathy are deeply appreciated. May God bless each and all.

Mrs. Anna Mooney

**Blood Donors Draw Thanks**

To the Editor:  
Mr. and Mrs. William "Whitey" Kleimola wish to thank Brother Joe Burns from Tampa and all the other blood donors who came to their aid during his recent hospitalization.

Thanks also to the SIU welfare services department for its help and assistance at the same time.

"Whitey" Kleimola

**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.

there whenever he wants it. Nothing I imagine really does much good for a sick and disabled man, though the benefits do help to ease things.

We have a fine union and would also like to see the immediate start of benefits for seamen's families at the newly-erected clinic in New York. From what I heard any union would be proud to own it.

Mrs. Newton A. Paine

(Ed note: The medical center is now available for use by SIU families, as announced in the last issue.)

**Ex-Seafarer's Death Noted**

To the Editor:  
Just a few lines to say hello and pass on the news of the death of a former member and oldtimer. I know many will remember John "Swede" Hanson. He died from lung cancer at a hospital in Toronto, Canada. Sincere best wishes to all for good health and success.

Harold M. Shea

**Port Officials' Aid Applauded**

To the Editor:  
It is with pleasure that I take this opportunity, through the medium of the SEAFARERS LOG, to express my thanks and appreciation to our officials in the ports of Baltimore and Norfolk for their kind and timely counseling and cooperation.

They came to my rescue and aided and assisted in every possible way after the recent death of my twin brother, C. A. Dowdy, a brother Seafarer who died due to a shipboard accident in the port of Baltimore.

On behalf of his widow, Mrs. Ella Dowdy of Port Arthur; his mother, Mrs. Eva Dowdy of

**Burly**

By Bernard Seaman





## 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:

- Milagros Feliciano Pacheco, born September 23, 1957, to Seafarer and Mrs. Julio Feliciano Pacheco, New York City.
- Frederick Joseph Wray, born October 6, 1957, to Seafarer and Mrs. Frederick D. Wray, Bronx, NY.
- Earl Stephen Lord, born August 11, 1957, to Seafarer and Mrs. Clarence E. Lord, West Springfield, Mass.
- Paul Delaney Weise, born August 8, 1957, to Seafarer and Mrs. William D. Weise, Philadelphia, Pa.
- Janice Marie Trippe, born July 31, 1957, to Seafarer and Mrs. George W. Trippe, Chickasaw, Ala.
- Pota Kouzounas, born April 6, 1957, to Seafarer and Mrs. William Kouzounas, Sacco, Maine.
- Teresa Lynn Edmond, born October 6, 1957, to Seafarer and Mrs. Robert F. Edmond, Baltimore, Md.
- Lillian Ceperiano, born July 24, 1957, to Seafarer and Mrs. Lucio Ceperiano, New York City.
- Magdalena Colon Ortiz, born September 21, 1957, to Seafarer and Mrs. Antonio Colon, Barranquitas, PR.
- Carol Frances Hall, born October 2, 1957, to Seafarer and Mrs. Frank J. Hall, San Francisco, Calif.
- Myra Teresa Feely, born September 23, 1957, to Seafarer and Mrs. Bernard Feely, Kearny, NJ.
- Marva Renee Gullet, born October 5, 1957, to Seafarer and Mrs. Clifton Gullet, Mobile, Ala.
- James Anthony Casarez, born July 14, 1957, to Seafarer and Mrs. Calixto Casarez, Houston, Texas.
- Reida Kathryn Todd, born October 6, 1957, to Seafarer and Mrs. Ralph K. Todd, Ovett, Miss.
- Shelton Allen Delong, born June 28, 1957, to Seafarer and Mrs. John Delong, Baltimore, Md.
- Donald Merle Hartman, born September 19, 1957, to Seafarer and Mrs. Donald M. Hartman, Seattle, Wash.
- Marvin Anthony Howell, born September 26, 1957, to Seafarer and Mrs. Marvin E. Howell, Lucedale, Miss.

## Plastics Getting Big Play In Latest Ship Designs

AMSTERDAM—They were proven wrong when they said that ships made of iron would not float, so who knows, Seafarers may be manning ships made of plastic in the future.

Already some enterprising European shipbuilders have adopted plastics in the construction of commercial vessels. Although limited in use, the easily molded substance is quickly proving its advantages over the less flexible and more costly iron and steel. However, fire problems may limit its use on US ships.

Reinforced plastics have been found perfectly suited for stacks and preformed deck parts where complicated curves make it a likely substitute, while piping and tubing are expected to use up a great deal of the cheaper material.

Most accommodations on commercial vessels have been using plastics in various forms as for doorknobs. But its use for decorating purposes has been increasing.

The use of plastics in ship construction has been hampered in

the past, according to Dr. L. A. Verne, a Netherlands naval architect, because of the lack of inter-company standardization of parts and of the lack of information about plastic materials available to the ship designer.

So far, he points out, there is not enough standardized design to achieve a break-even point. With more cooperation between the plastic expert and the ship designer, the use of this substance in ship construction will be greatly increased.

## Hub Revamps Baggage Room

BOSTON—In order to make room to stow gear for men staying in the port, it will be necessary to clean out the baggage room of all the old suitcases that have been collecting dust there for some time now. In fact, reports James Sheehan, port agent, some of these suitcases have been here since 1951. If any of the bags being thrown out are worth saving, Sheehan said, they will be offered to the men in the hall.

### Welfare Reminder

Seafarers in the area are reminded to stop in and fill out the Welfare Plan beneficiary forms to avoid a costly delay in getting benefits. If there is no form filed for death benefits the family must go to probate court to determine who are the beneficiaries. This is very costly, and especially in the case of family beneficiaries, may result in a long delay before they can get the needed money.

Shipping picked up a little with the Fort Hoskins (Cities Service) and the Michael (Carras) paying off and signing on. The SS Natalie is expected to pay off early next week and should have a few jobs open on her.

Vessels calling into port to be serviced included the Cabins (Terminal Tankers), Government Camp and Bents Fort (Cities Service), Little Rock (Fairfield) and the Steel Scientist (Isthmian).

## Seafarers In Action

There is nothing like a well-run ship, and the reports from the Alcoa Corsair and Del Campo reflected that fact.

The first order of business on the Corsair, writes James Prestwood, retiring ship's delegate, was to elect Forrest C. King to that post.

In no time at all the ball was rolling, and before the crew knew it, all of the ship's business was taken care of and the ship wound up with a surplus of \$130 in the movie fund. "It looks like a very smooth trip," he concluded.

The report from John Geissler, ship's delegate on the SS Del Campo, was short, but certainly to the point:

"We have a crew on here that is a pleasure to sail with. There is seldom a beef of any kind to report."

Many ships' delegates go out of their way to help make it a good trip, and most of the men appreciate this. The crew of the Rebecca write that they wish to go on record as voicing their appreciation to ship's delegate Clyde Clark for the inconvenience and trouble he went through in purchasing a record player for the vessel.

Among the other delegates mentioned were retiring delegate E. Smith and his successor Hubert Clements on the Ocean Ulla. And of course, steward departments came up in the reports for their share of the thanks. The stewards on the Mary Adams, Alcoa Partner, Kyska, Ocean Ulla and Steel Artisan were rated "tops."

E. Davidson, 2nd cook on the Oremar, was highly recommended for his fine service and cooperation with the rest of the crew, as were the cooks and stewards on the Irenestar and the Ocean Deborah.

King

Clark

## Personals And Notices

Audley C. Foster  
Important that you contact your wife, Mrs. Rose Foster, 714 Grand St., Hoboken, NJ.

Stephen J. Seviour, George R. Black, Walter C. Zalanc, Craylee Cross, John Ossman

Bull Line is holding your luggage left aboard their vessels. Please arrange to pick it up at Locust Point.

Albert Neilson-Nelson  
Please contact Shea and Gaudet, Insurance and Real Estate, 29 Oxford Ave., Rumford, Maine.

Bill Knapp  
It is important that you get in touch with Alex Leiner, 40 Dawes Ave., Roosevelt, NY. Also contact the SIU Houston Hall for mail being held there.

C. A. Rothman  
Get in touch with Jimmy Hamilton in Hicksville, Long Island, NY, or Phil Balducci at 1805 Coney Island Ave., Brooklyn 30, NY.

"Red" O'Dowd, Don Wagner, Al Whitmer, "Red" Hanks  
John Ohannasian lost your addresses and wishes to get in touch with you. He is aboard the Grain Trader, Grainfleet SS Co., 80 Broad Street, NYC.

Donald Fisher  
Please get in touch with Mrs. Thelma Fisher, 3089 Glenmore Ave., Cincinnati, Ohio.

Roland Parady  
Your mother would like you to get in contact with her at 115 Austin St., Worcester, Mass.

John J. Leskun  
Your mother is ill. Please contact home as soon as possible.

Anthony Adamaitis  
Very urgent you contact John J. Adamaitis as soon as possible. Important.

## Pastrano Routs British Heavy In London Bout

LONDON—Relying mostly on his lightning left, Willie Pastrano, son of Seafarer Frank Pastrano, jabbed Britain's Dick Richardson into helplessness before 11,000 cheering London fans to take the decision in their ten-round heavy-weight bout.

Newspaper accounts said that the 21-year old heavyweight, who is the pride of the New Orleans SIU, completely outclassed his harder-hitting opponent throughout the fight.

Decision Applauded  
At the end of the tenth round, Referee Tommy Little, who was the only scorer, raised Pastrano's hand in victory before Richardson had even reached his corner. The crowd greeted the decision with wild applause. British sports-writers called it the best display of boxing they had seen in a decade.

Pastrano, whose record now stands at 44-5-4, is a contender for a shot at Floyd Patterson's heavy-weight title. His next opponent may be a rematch with Roy Harris of Texas, who stopped Pastrano's 22-fight unbeaten streak last June, and then a possible title fight against Patterson.

EVERY SUNDAY DIRECT VOICE BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN AND SOUTH AMERICAN WATERS

## "THE VOICE OF THE MTD"

EVERY SUNDAY, 1620 GMT (11:20 EST Sunday)

- WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.
- WFL-65, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.
- WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

Meanwhile, MTD 'Round-The-World Wireless Broadcasts Continue . . .

Every Sunday, 1915 GMT (2:15 PM EST Sunday)  
WCO-13020 KCs  
Europe and North America

WCO-16908.8 KCs  
East Coast South America

WCO-22407 KCs  
West Coast South America

Every Monday, 0315 GMT (10:15 PM EST Sunday)

WMM 25-15607 KCs  
Australia

WMM 81-11037.5  
Northwest Pacific

MARITIME TRADES DEPARTMENT

SEAFARERS

PORT O'CALL

NOW IN BOTH

NEW YORK & BALTIMORE



BROOKLYN BALTIMORE  
675-4446. 1216 E. BALT.



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

## SIU MARKS 19th BIRTHDAY

A long way from its humble beginnings in 1938, the SIU Atlantic and Gulf District will mark its 19th birthday one week from today on November 1st. For practical purposes, the birth of the SIU-A&G coincided with the founding of the SIU of North America under the AFL banner.

The international anniversary falls on October 15, 1938, when the American Federation of Labor convention in Houston, Texas, issued a new international union charter covering seamen and allied marine crafts to the late Harry Lundeberg, SUP secretary-treasurer. Established since 1885, the Sailors Union of the Pacific became the West Coast district of the new union, and Lundeberg, who died last January, eventually became its first president.

In subsequent weeks, SUP organizers fanned out in East and Gulf ports and helped to set up separate Atlantic and Gulf Districts with headquarters in New York and New Orleans. By 1941, these were amalgamated into one district.

SIUNA and SIU-A&G were born

### WC Men Get Most Mariners

SAN FRANCISCO—More than two-thirds of all the Mariner-type vessels built during the Korean War and now in commercial operation are manned by members of the SIU-Pacific Coast District, the "Stewards News" reports.

A roundup of the 35 specially-constructed vessels shows that 19 of them carry Pacific District members, nine are under East Coast operators, five have been assigned to the US Navy, one is undergoing conversion into a passenger ship, and one was shipwrecked in Korea.

#### Highly Adaptable Ships

The bigger and faster type ships have quickly proven their adaptability to any type of maritime trade. For example, two of them were converted into passenger ships for Matson Lines, four were modified for the round-the-world freight-passenger service of the American President Lines and three others were changed for the special requirements of the Pacific Far East Lines trade.

By company, APL operates eight of the ships, PFE has seven, while Oceanic SS Co. and Pacific Transport Lines each have two.

In addition to the eight vessels now in operation by the company, APL has invited bids for the construction of two more Mariner-type cargo vessels. The Mariner-type ship is a freighter of 13,000 deadweight tons, 560 feet in length and capable of a speed of 20 knots.

in the wake of a period of violent upheaval in the maritime industry and for the labor movement generally. The collective bargaining guarantees in the Wagner Act were under heavy fire in all industries and the seamen's lot was traditionally the meanest of all.

#### Hiring Hall Won

Still fresh in many seamen's minds were the dramatic gains wrung from the shipowners in the bitter, bloody '34 and '36 strikes spearheaded by the West Coast, which produced first-time recognition of the maritime hiring hall.

These victories stirred a new burst of union enthusiasm among seamen on the Atlantic and Gulf. Many wanted no part of the newly-formed National Maritime Union, then and for many years later closely linked with the Communist Party.

An additional spark for the formation of a democratic, anti-Communist union of seamen on all coasts was the expulsion of the SUP by the old International Seamen's Union due to resentment over Lundeberg's independent action on behalf of seamen. Other seagoing affiliates also drifted away from the ISU, leaving a tremendous void.

After Lundeberg persuaded the AFL to issue a new charter, the SIU-A&G actually began functioning on November 1, 1938, starting with a small nucleus of men who had transferred from the old AFL Seamen's Union. This group had

been operating under a federal labor union charter and was affiliated directly with AFL headquarters.

From this point, the new Union began pioneering many of the gains in wages and shipboard living conditions taken for granted today. It continued this forward progress through the war years, when more than 1,200 Seafarers lost their lives and thousands more came forward to swell its ranks. At the same time, it was engaged in a bitter fight not only against the shipowners and Government controls, but against the CP's then-powerful Waterfront Section as well.

#### '46 General Strike

The battle over Coast Guard restrictions and wartime controls reached a climax in the postwar 1946 general strike, when the Wage Stabilization Board refused to approve an SUP agreement providing higher benefits than the CIO unions had gained earlier. Within a week the seamen got their increase.

The postwar years that followed produced memorable organizing victories in Isthmian, last of the big open shop dry cargo outfits, and in Cities Service in the tanker field, among many others. Union negotiations also won a no-cost welfare plan and, for the first time, guaranteed vacation pay for seamen, part of a string of maritime "firsts" credited to the SIU and the deep-sea districts of the SIUNA.

This progress on all fronts is typified by the change from the Union's original dingy offices at 2 Stone Street, New York City, to a temporary headquarters in Washington, DC, then back to Stone Street, and later to its own building at 51 Beaver Street, NYC, in 1944. Today's showplace Brooklyn headquarters came along in 1951, while similar building programs were carried on in other ports.

Thus the last 19 years have been good to Seafarers and their families. With this proud heritage under the "Brotherhood of the Sea" the future assures more of the same.

### Show Seetime To Enter PHS

The US Public Health Service hospitals wish to remind Seafarers that it is necessary to show proof of eligibility in order to obtain treatment at any PHS facility.

Such proof should show 60 days of seetime, time which is to have been completed not more than 90 days before applying for treatment. Extensions on the 90 days are permitted under special circumstances such as in times of shipping slump or maritime strikes. It is waived where a seaman is taken off a vessel because of illness or injury suffered while on duty.

The PHS announcement reminds Seafarers that discharges alone are not sufficient evidence of seetime but are helpful in establishing time along with other evidence.

### Puerto Rico Governor At SIU



Gov. Luis Munoz Marin of Commonwealth of Puerto Rico waves hat in greeting to SIU men on his recent visit to Union headquarters. Shown with the Governor are (l to r) Joseph Monserrat, director of the New York office, Commonwealth of Puerto Rico; Senator Ramon E. Bauza of Ponce, PR, and SEAFARERS LOG editor Herb Brand. (Other photo on page one.)

### SIU Lakes Co. Plans Seaway Lift-On Service

HOUSTON—Plans for a lift-on, lift-off operation between Great Lakes and South Atlantic ports have been announced by Troy S. Browning, a well-known Detroit shipowner.

Browning, whose Browning Lines are contracted to the SIU Great Lakes District, said he will recon-vert two 8,500-ton lake freighters this winter in preparation for opening a full coastwise service when the St. Lawrence seaway opens in 1959. The service will be the first lift-on, lift-off maritime operation in Great Lakes history.

The ships will go into a pilot service between Detroit and Cleveland some time in 1958. Later the run will be extended to include Buffalo, Chicago, Milwaukee and Duluth.

The ships will carry 400 specially constructed vans each. The operation will be patterned after the SIU-contracted Waterman-Pan Atlantic service, which began full scale lift-on, lift-off service last month.

The proposal represents another attempt to help rehabilitate coastwise shipping, which has been in a decline since World War II. Browning said he had no plans immediately to build any ships for the run, but indicated that he might construct new vessels later on.

### Turk Pipeline Snagged; Suez Toll Boost Sought

The mounting Syrian-Turkish crisis has all but officially doomed several pipeline projects designed to insure an uninterrupted flow of Persian Gulf oil to the West with or without the use of the Suez Canal.

Plans were put forward last year after the nationalization of the canal by Egypt, and the subsequent Mideast hostilities and pipeline sabotage, to lay new pipelines from the Persian Gulf to the Mediterranean. The canal reopened last April after a five-month shutdown.

Ambitious plans for new tanker tonnage still have not materialized beyond the drawing board stage, in most cases, although now, with the pipeline plans snagged, more new oil carriers are likely to be built after all. Europe's petroleum needs alone are expected to double in the next ten years.

One result of the developing Mideast crisis is that Russia has apparently succeeded in sidetracking Western petroleum defense plans "without so much as mentioning the word oil," as "The Journal of Commerce" put it. The political muddle stems from increased sword-rattling by the pro-Soviet Syrian government, Egypt and the Soviet itself over an alleged US-Turkish plot against Syria.

Meanwhile, United Nations leaders still have to deal with the cost of last year's Mideast crisis and the \$8 million spent by the UN for clearing and reopening the canal last fall and winter. These funds were advanced by the US (\$5 million), Canada, Australia, Norway, West Germany, Sweden,

Denmark, the Netherlands, Liberia and Ceylon. Liberia put up \$4,000 toward the bill.

The repayments are expected to be made through the levying of a special voluntary surcharge on canal tolls which would add to the costs of putting a ship through the Egyptian-held waterway. Since the ships of Britain and France, in normal times, account for over one-third of all ship traffic through Suez, shipowners in the two countries would wind up paying about the same proportion of the total bill.

However, since the surcharge would be voluntary, it is uncertain how this could be expected to accumulate the necessary funds. Vessels that paid the normal tolls would still be entitled to go through. US shipping provided only 2.7 percent of the total canal traffic in 1955.

For its part, the old Suez Canal Company is planning to branch out into new fields. It has yet to effect a settlement with Egypt for the seizure of the canal in July, 1956. It is moving into mining and oil ventures in Africa and Canada and is also linked with the proposed cross-channel tunnel connecting England and France.

Proposals for linking Britain directly with the continent, dating back to the Napoleonic era, have been revived again. A preliminary engineering study has already been made.





**FOR SEAFARERS AND THEIR FAMILIES**

# **THE SEAFARERS WELFARE PLAN**

**HOSPITAL • SURGICAL  
MEDICAL • MATERNITY  
DISABILITY-PENSION  
DEATH • SCHOLARSHIP  
UNEMPLOYMENT • LOAN  
DEPENDENTS • TRAINING**

## **BENEFITS**

**PURPOSE OF WELFARE PLAN . . . PAGE 2**

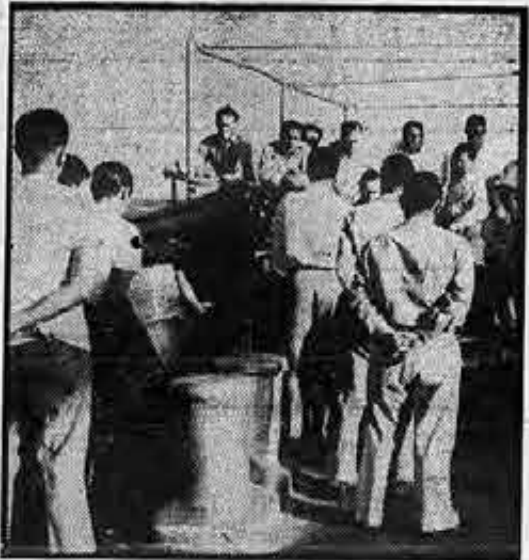
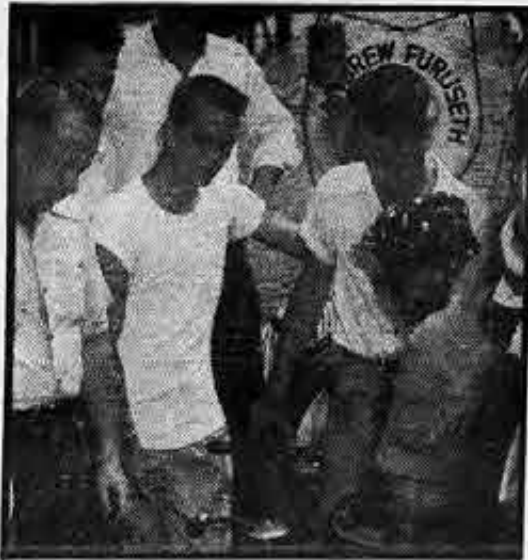
**QUESTIONS AND ANSWERS . . . PAGE 3**

**DIGEST OF WELFARE PLAN . . . PAGES 4-5**

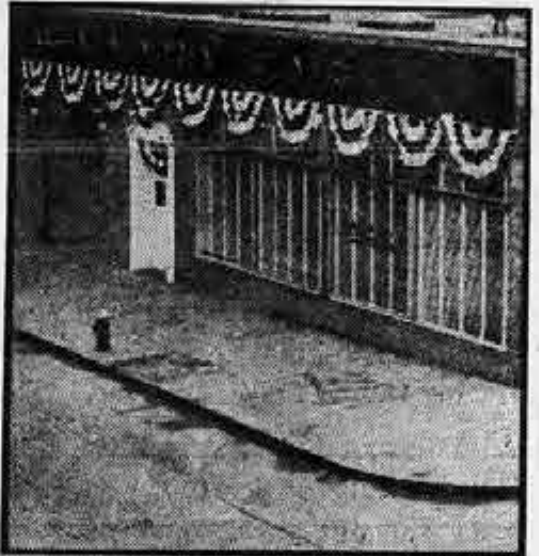
**SURGICAL SCHEDULE . . . . . PAGES 6-7**

**LIST OF SIU HALLS . . . . . PAGE 8**



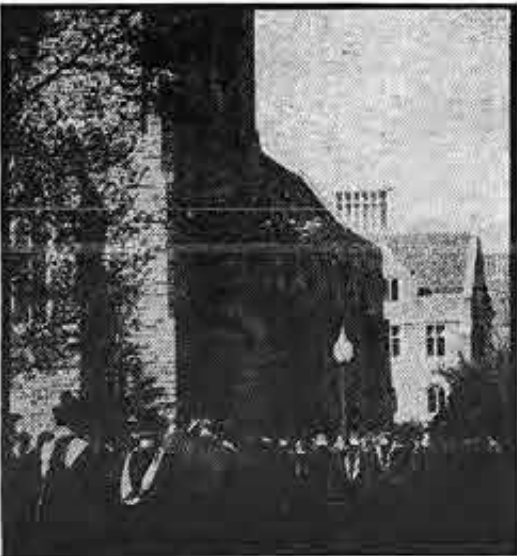


# To Seafarers and their Families



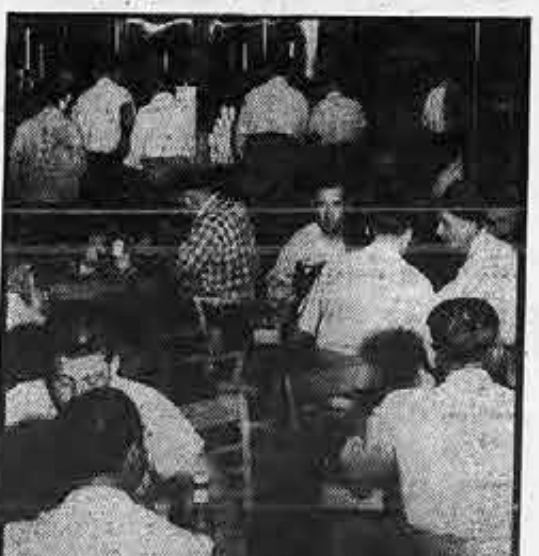
Pictured here are a few of the various aspects of the Seafarers Welfare Plan, offering benefits and protection to the Seafarer and members of his family. The operations of the plan are described in detail in the following pages.

From the beginning, the Seafarers Welfare Plan has been self-insured and self-administered. This means that Union and employer representatives on a joint board of trustees have authority to decide what types of benefits will be paid, what the requirements will be and how the procedures are set up. This self-insurance feature has enabled the trustees to design the Plan to suit Seafarers' needs. Consequently, the Plan contains a number of benefits to meet the unique problems of seafaring men, benefits which are not available in the usual insurance company package.



Self-administration also means that the Union's own administrative apparatus—its various port offices, its officials and its employees—are all prepared to assist Seafarers or members of their families on any matter involving welfare benefits. Consequently the Seafarer, or his dependents, can write, call or visit any SIU union hall and get the services and assistance they need.

Read this supplement and keep it in a handy spot for future reference. When a welfare problem arises, get in touch with your nearest SIU hall for speedy and satisfactory service.



## SEAFARERS INTERNATIONAL UNION





# QUESTIONS and ANSWERS ON SIU WELFARE PLAN BENEFITS

**Q. What are the basic requirements for all SIU benefits?**

**A.** The minimum, basic requirement under the Welfare Plan is one day's seetime in the past 90 days and 90 days in the last calendar year. That is, a 1957 application would call for 90 days in 1956. In addition to this minimum requirement, several of the benefits have other requirements which are listed on pages 4 and 5.

**Q. As a Seafarer, how can I assure the speediest possible service and protection for my family?**

**A.** You can assure speedy service by doing the following before you ship out:

1) Fill out an enrollment card listing your wife and other dependents.

2) Fill out a beneficiary card. Send both cards to the Seafarers Welfare Plan, 11 Broadway, New York City. These cards are available in all SIU halls. **These cards must be filed or else your family might suffer considerable delay.**

3) Get photostats of your marriage certificate and the birth certificates of your children and send them to the Welfare Plan. This can be a tremendous time-saver in the event members of your family have to be hospitalized.

4) Give your wife a copy of this supplement. Have her keep it in the house at all times. Make sure she knows your Social Security number.

5) Instruct her to get in touch with the nearest SIU hall in case of need to verify your seetime and make sure she is covered.

**Q. If my husband is at sea and I have to go to the hospital, how do I apply?**

**A.** You can get an application for the benefits from the Seafarers Welfare Plan through the nearest SIU hall, or you can tell the hospital that you are covered by the Plan and ask them to contact the Plan directly. If you have no money, you can get a letter of credit

through the Plan which is accepted by the hospital in place of a cash deposit.

**Q. If I am a Seafarer and I am hospitalized, how can I assure prompt payment of my weekly hospital benefit?**

**A.** Have your discharges with you showing proof of one day's seetime in the past 90 days and 90 days in the previous year.

**Q. How are parents of Seafarers covered by the family benefits section of the Plan?**

**A.** Parents who are dependent on the Seafarer for their livelihood are covered by the Plan the same as wives and dependent children.

**Q. If I apply for an SIU scholarship, am I limited in any way to the school I can attend or the course of study I can follow?**

**A.** Not at all. The Plan permits a scholarship winner to undertake any course of study at any recognized college or university.

**Q. As a member of a Seafarer's family, suppose after leaving the hospital I find I need additional treatment and more surgery. Am I still eligible?**

**A.** If you need a second operation involving a new stay in the hospital, you can present your need to the trustees of the Plan who have the authority to approve additional coverage. If you merely have to return to the hospital, your \$10 daily hospital benefit is continued.

**Q. How can I and my family make use of the facilities of the SIU health center?**

**A.** 1) If you are a Seafarer, you are entitled to receive regular medical check-ups after which the center may recommend treatment, if needed, which you can get at the Public Health Service fa-

cilities or, if you so desire, from a private physician.

2) If you are a member of a Seafarer's family, and you think you need medical care, you can get an examination and a diagnosis at the center. Then, if treatment is needed, you are referred with the diagnosis to your family doctor.

**Q. Is there any charge for the unemployment loans?**

**A.** No. The loans, which are given up to a maximum of \$100, are interest-free. Meal books are also available as interest-free loans, providing the Seafarer with \$10 worth of food at Union cafeterias or specified eating places at a substantial discount to the Seafarer.

**Q. If my wife or children need care under the family benefit program and I happen to be hospitalized myself, can I substitute my time spent in the hospital for the seetime requirements?**

**A.** You can ask the trustees of the Plan to waive the seetime requirement, which they will do if the circumstances justify doing so.

**Q. Does the family hospital-surgical benefit cover births as well?**

**A.** No. This is covered by a separate maternity benefit of \$200.

**Q. When sending the Welfare Plan documents such as birth certificates or marriage certificates, can I send in a photostat instead?**

**A.** Yes. Where the Plan asks for these certificates, or for discharges showing seetime, it prefers photostats.

**Q. I am on disability-pension now. Am I eligible for any other benefits?**

**A.** Men on the disability list are eligible to receive hospital, surgical and medical care under the family plan. The same applies to their wives and dependent children under 18.

**DIGEST OF SEAFARERS WELFARE PLAN . . . PAGES 4 - 5**

















**SURGICAL SCHEDULE . . . PAGES 6 - 7**



# DIGEST

# SEAFARERS WELFARE PLAN

**\*BASIC SEATIME REQUIREMENT:** The basic eligibility for every benefit is one day's seatime in the last 90 days and 90 in the last calendar year.

	WHO IS COVERED	BENEFITS	TERMS OF BENEFITS	ELIGIBILITY		WHO IS COVERED	BENEFITS	TERMS OF BENEFITS	ELIGIBILITY
<b>Hospital room and board</b> 	Wives and unmarried children under 19; dependent parents of Seafarers.	\$10 per day room and board.	Payments continue for as long as hospitalized.	*Basic seatime requirement. File enrollment card, marriage license and children's birth certificates.	<b>Disability-pension</b> 	All totally disabled Seafarers regardless of age.	\$35 weekly; also eligible for all other benefits where applicable.	Payments continue for entire period of disability.	*Basic seatime requirement. File discharges showing 12 years' seatime on ships for which SIU furnished crew-members.
<b>Hospital extras</b> 	Wives and unmarried children under 19; dependent parents of Seafarers.	Maximum of \$100 for first 31 days; thereafter, maximum of \$200.	Covers special nursing care, x-ray, anaesthesia, medications, etc. This benefit goes with benefit above, benefit below or both.	*Basic seatime requirement. File enrollment card, marriage license and children's birth certificates.	<b>Death</b> 	Any beneficiary named by Seafarer.	\$4,000	Covers death anywhere.	*Basic seatime requirement. Beneficiary card MUST be on file.
<b>Surgical</b> 	Wives and unmarried children under 19; dependent parents of Seafarers.	Maximum of \$300 (see surgical schedule, pages 6-7).	This benefit goes with benefits above.	*Basic seatime requirement. File enrollment card, marriage license and children's birth certificates.	<b>Special equipment benefit</b> 	All Seafarers	Special aids necessary for recovery not provided by hospital.	Benefit provided upon approval by trustees after survey of need.	*Basic seatime requirement ONLY.
<b>Blood transfusions</b> 	Wives and unmarried children under 19; dependent parents of Seafarers.	6 transfusions at the rate of \$20 each.	This is in addition to "hospital extras" benefit above.	*Basic seatime requirement. File enrollment card, marriage license and children's birth certificates.	<b>Scholarships</b> 	All Seafarers; children of Seafarers.	\$6,000 over a four-year period.	Covers any course at any accredited college; available for graduate study also. 5 awarded annually, one reserved for a Seafarer.	Three years' discharges including *basic seatime requirement by Seafarer applying or father of child applying; transcript from high school; standing in upper 1/3 of class.
<b>Doctor calls at hospital</b> 	Wives and unmarried children under 19; dependent parents of Seafarers.	\$4 per day for maximum of 31 days.	Benefit paid only to non-surgical cases.	*Basic seatime requirement. File enrollment card, marriage license and children's birth certificates.	<b>Unemployment and meal book program</b> 	All Seafarers	Unemployment loans up to \$100; meal book credit.	Facilities available in all SIU ports.	*Basic seatime requirement. For loans, 30 days ashore on shipping list.
<b>Medical examinations</b> 	All Seafarers; wives and unmarried children under 19; dependent parents of Seafarers.	Free medical examinations, diagnostic and laboratory services.	Services available at SIU center in New York being extended to Baltimore, Mobile, New Orleans.	*Basic seatime requirement ONLY.	<b>Seafarer dormitories</b> 	All Seafarers	Provision for sleeping, showers, laundry, etc.	Facilities available in most SIU ports.	*Basic seatime requirement ONLY.
<b>Seafarers in hospitals</b> 	All Seafarers in hospitals more than one week.	\$21 weekly	Payments continue for as long as hospitalized.	*Basic seatime requirement ONLY.	<b>Seafarer training school</b> 	All Seafarers	No-cost upgrading training; also entry training for C-cards before shipping.	Two-week upgrading training program in Mobile; entry training in various ports.	*Basic seatime requirement ONLY.
<b>Maternity</b> 	All Seafarers	\$200 plus \$25 bond.	Payment made for each child born; duplicate payments for multiple births.	*Basic seatime requirement. File marriage license, child's birth certificate.	<b>Hospital movies</b> 	Patients at USPHS hospitals.	Regular movie showings provided at no cost to Seafarers and other patients.		



# SURGICAL

If Seafarers or wives of Seafarers have any questions concerning the benefits for hospital, hospital extras, surgical or hospital doctor calls, contact the nearest SIU office or the Seafarers Welfare Plan, 11 Broadway, NY.

DESCRIPTION OF OPERATION	MAXIMUM PAYMENT
<b>ABDOMEN</b>	
Abscess, drainage of, appendiceal, liver (hepatic), pancreatic subdiaphragmatic (subphrenic) .....	\$100.00
Adhesions, intra-abdominal, freeing of, sole procedure .....	100.00
Appendectomy, sole procedure .....	100.00
Cholecystectomy (removal of gallbladder), sole procedure .....	200.00
Cholecystotomy (drainage of gallbladder through abdominal incision) .....	150.00
Colon resection (removal, colectomy), total or partial, complete procedure .....	200.00
Colostomy, sole and complete procedure .....	100.00
Common (hepatic) duct resection or reconstruction, with or without cholecystectomy .....	150.00
Diverticulitis, intestinal and complications, operation for .....	200.00
Gastrectomy (resection of stomach) partial or complete, any type, with or without abdominal vagotomy .....	300.00
Gastro-enterostomy or pyloroplasty, with or without abdominal vagotomy .....	175.00
Gastrosomy, with or without biopsy .....	25.00
Gastrotomy .....	100.00
Hernia repair	
By cutting operation (herniotomy, herniorrhaphy)	
Hiatus or other diaphragmatic hernia .....	150.00
Incisional (postoperative), umbilical or other ventral hernia .....	100.00
Inguinal or femoral hernia	
Unilateral .....	100.00
Bilateral—same surgical occasion .....	150.00
By injection treatment, complete procedure—one-half the allowance for corresponding cutting operation	
Intestines—small, resection and/or anastomosis (entero-enterostomy, entero-colostomy) .....	150.00
Laparotomy—exploratory only, with or without biopsy .....	100.00
Paracentesis (tapping) abdomen .....	10.00
Perforated peptic ulcer, simple closure only, with or without abdominal vagotomy .....	150.00
Pyloric stenosis, Ramstedt's operation .....	100.00
Splenectomy .....	200.00
Vagotomy, abdominal approach, sole procedure .....	150.00
Cutting into abdominal cavity for removal or treatment of organ or organs therein (unless otherwise specified in this schedule) .....	100.00
<b>BONE, JOINT OR TENDON, ORTHOPEDIC PROCEDURES</b>	
<b>Amputation</b>	
Arm, forearm, entire hand, lower leg foot .....	125.00
Phalanx (toe or finger) .....	25.00
Thigh, including disarticulation at hip .....	200.00
<b>Arthroplasty, arthrodesis</b>	
Ankle, elbow, wrist or shoulder .....	100.00
Knee, hip or spine (including bone graft) .....	150.00
<b>Bone, excision of (scraping of bone), except for biopsy (alveolar processes of jaw excepted) .....</b>	
For biopsy only .....	10.00
<b>Bone graft</b>	
Humerus, radius, ulna, femur, spine, tibia or fibula .....	150.00
<b>Bursa, shoulder</b>	
Needling of, complete procedure .....	10.00
Excision of .....	100.00
<b>Club Foot (talipes), correction by manipulation and casts, complete procedure .....</b>	
Coccyx, removal of .....	50.00
<b>Dislocation</b>	
<b>Closed reduction</b>	
Ankle, astragalus, clavicle, elbow, knee, shoulder, wrist .....	75.00
Finger, thumb, toe, jaw, patella .....	15.00
Hip, vertebra or vertebrae .....	50.00
<b>Open reduction—maximum is twice the allowance for the corresponding closed reduction.</b>	
Exostosis, ostoma, removal of .....	65.00
Foot stabilization .....	150.00
<b>Fracture</b>	
<b>Simple, closed reduction, with or without pins and/or calipers</b>	
Ankle (Pott's), astragalus, clavicle, elbow, fibula, os calcis, radius, scapula, ulna, wrist (Colles') .....	75.00
Femur, pelvis .....	90.00
Fingers or toes (phalanges), hand (metacarpals), foot (metatarsals), nose, rib or ribs, tarsal or carpal bones .....	25.00
Humerus, mandible, maxilla (alveolar process excepted), patella, radius and ulna, tibia or tibia and fibula .....	75.00
<b>Vertebra or vertebrae, coccyx excepted</b>	
Body or lamina .....	80.00
Articular, lateral or spinous processes only .....	20.00
<b>Compound—The maximum is one and one-half times the allowance for the corresponding simple fracture treated by closed reduction.</b>	
<b>Treated by open operation, except pins and/or calipers—The maximum is twice the allowance for the corresponding simple fracture treated by closed reduction.</b>	
<b>Fracture of skull—see neurosurgery.</b>	
Hallux valgus (bunion), operation for single .....	50.00
Bilateral—same surgical occasion .....	75.00
Hammer Toes, operation for .....	50.00
<b>Incision into joint</b>	
Semihmar cartilage, knee, removal .....	125.00
For other reason .....	50.00
Paracentesis (tapping) only .....	10.00
Patella, excision of .....	75.00
<b>Tendons and ligaments</b>	
Tenotomy, sole procedure .....	25.00
<b>Suturing</b>	
Single structure .....	35.00
Multiple structures .....	50.00
<b>Transplant of tendons</b>	
Single .....	50.00
Multiple .....	75.00
Toe nail, radical removal .....	15.00
<b>EYE</b>	
Cataract, removal of .....	150.00
Needling, complete procedure .....	50.00
Chalazion, operation for .....	10.00
Conjunctival flap operation .....	25.00
Conjunctival suture .....	20.00
<b>Cornea</b>	
Paracentesis of .....	25.00
Transplantation of .....	200.00
<b>Ulcer</b>	
Cauterization of .....	5.00
Delimiting keratotomy .....	25.00
Detached retina, electrocoagulation for .....	200.00
Enucleation and/or evisceration (exenteration), including implantation .....	90.00
Foreign body, cornea or conjunctiva, removed .....	5.00
Foreign body, intraocular removed .....	50.00
Glaucoma, filtration (trephining) operation .....	110.00
Hordeolum sty, operation for .....	5.00
Iridectomy, sole procedure .....	75.00
Lachrymal sac, excision .....	50.00
Pterygium, removal .....	35.00
<b>Ptosis, eye lid, correction of</b>	
Unilateral .....	50.00
Bilateral—same surgical occasion .....	75.00
Strabismus (crossed eyes, squint) convergent or divergent, correction by cutting operation, complete procedure .....	110.00
<b>EAR</b>	
Abscess, middle ear (otitis media) incision drum (paracentesis) .....	15.00
Fenestration operation for otosclerosis .....	200.00
<b>Mastoidectomy</b>	
Unilateral .....	140.00
Bilateral—same surgical occasion .....	180.00
<b>NOSE AND THROAT</b>	
Antrum puncture and irrigation .....	5.00
Antrum window, Caldwell-Luc operation .....	60.00
Ethmoidectomy, including removal polyps .....	50.00
Frontal sinus, radical .....	100.00
<b>Laryngoscopy, including biopsy</b>	
For diagnosis or treatment .....	10.00
Operative .....	25.00
<b>Nasal polyps, removal</b>	
Single .....	10.00
Multiple .....	20.00
Nasal septum, submucous resection .....	75.00
Tonsillectomy and/or adenoidectomy, cutting or electro-coagulation, complete procedure .....	50.00
Tracheotomy .....	65.00
Turbineotomy, unilateral or bilateral .....	15.00
<b>BREAST</b>	
Abscess of, incision and drainage .....	25.00
<b>Amputation of</b>	
Simple unilateral .....	100.00
Radical, with exorption axilla .....	150.00
<b>INFECTION AND TRAUMA</b>	
Abscess, not mentioned elsewhere, incision and drainage	
Superficial .....	10.00
Deep .....	25.00
Carbuncle, incision of .....	15.00
Debridement of wounds .....	10.00
Suturing, sole procedure—\$2 per stitch, with maximum of .....	50.00
<b>LYMPH GLANDS</b>	
Superficial, removal of, including biopsy .....	20.00
Deep chain, removal of, including biopsy .....	75.00
<b>SCALENE SYNDROME</b>	
<b>Cutting operation for</b>	
Unilateral .....	75.00
Bilateral—same surgical occasion .....	120.00
<b>THYROID GLAND</b>	
<b>Removal of (thyroidectomy)</b>	
complete or partial, complete procedure .....	150.00
<b>TUMORS AND CYSTS</b>	
<b>Benign tumor or cyst, superficial, excision of .....</b>	
Cyst	
Branchial, removal of .....	75.00
Pilonidal (including pilonidal sinus) excision of .....	60.00
Thyroglossal, excision of .....	150.00
Epithelioma, including basal celled carcinoma, excision of .....	25.00
With gland dissection .....	75.00
Other malignant tumors, face, lip or skin, excision of .....	50.00



# SCHEDULE

Seafarers are urged to leave with their wives their Social Security number, their Z number and the address of the nearest SIU office in order to speed acceptance of their dependents by a hospital in case of an emergency.

	MAXIMUM PAYMENT		MAXIMUM PAYMENT
With gland dissection.....	100.00	Pneumonencephalography, including lumbar puncture.....	25.00
Warts, moles, removal of		Rhizotomy (section of nerve roots within spinal canal), chordotomy.....	200.00
Single.....	10.00	Skull fracture	
Multiple.....	15.00	With brain injury, nonoperative treatment.....	50.00
<b>VEINS, VARICOSE</b>		With elevation of fragments.....	100.00
<b>Complete Procedure</b>		Compound with debridement and elevation of fragments.....	200.00
Cutting operation for, with or without injections		Spinal cord tumor, removal of.....	200.00
One leg.....	50.00	Sympathectomy	
Both legs—same surgical occasion.....	100.00	Lumbar unilateral.....	150.00
Injections only		Lumbar bilateral—same surgical occasion.....	200.00
One leg.....	35.00	Thoraco—lumbar with splanchnicectomy, complete procedure.....	200.00
Both legs.....	50.00	Trephining, exploratory, sole procedure, per side.....	25.00
<b>GYNECOLOGY</b>		Ventriculography, complete procedure, including trephining.....	35.00
Arteria of the vagina, plastic correction.....	50.00	<b>PROCTOLOGY</b>	
Imperforate hymen, correction of, by cutting.....	10.00	Abscess, ischiorectal, perirectal, perianal, drainage of.....	25.00
Bartholin's gland		Carcinoma of rectum, resection, complete procedure.....	200.00
Excision of.....	50.00	Cryptectomy of one or more crypts.....	15.00
Incision only.....	10.00	Dilation of anal orifice, sole procedure.....	15.00
Caruncle, urethra, excision or fulguration.....	20.00	Fissurectomy.....	35.00
Cervix		Fistula-in-ano, operation for (fistiuectomy).....	75.00
Amputation, complete.....	50.00	Hemorrhoids	
Dilation and curettage non-puerperal, cervical repair (trachelorrhaphy), conization, cauterization or polypectomy, with or without biopsy.....	25.00	Operative removal, any method	
Two or more of these procedures done at same time.....	35.00	Internal or internal and external.....	75.00
Cul-de-sac drainage, colpotomy.....	15.00	The above combined with fissurectomy and/or cryptectomy.....	75.00
Cystocele or rectocele, surgical repair of, sole procedure.....	60.00	External only.....	20.00
Cystocele and rectocele combined, surgical correction of, perineorrhaphy, sole procedure.....	100.00	Injection treatment, complete procedure—one-half the allowance for corresponding cutting operation.....	
Cystocele and rectocele, repair of by cutting operation or perineorrhaphy, in combination with one or more of dilatation and curettage non-puerperal, cervical repair (trachelorrhaphy), conization, cauterization or polypectomy, with or without biopsy.....	125.00	Polypectomy, one or more.....	30.00
Oophorectomy (excision of ovary) and/or salpingectomy (excision of tube) for cystic ovary, ovarian cyst or other cause, unilateral or bilateral, including separation of adhesions and appendectomy.....	100.00	Prolapsed rectum, cutting operation.....	100.00
Displacement (retroversion, prolapse, procidentia) of the uterus, correction of by cutting operation, abdominal or vaginal approach, with or without separation of adhesions, appendectomy or unilateral or bilateral oophorectomy and/or salpingectomy.....	125.00	Proctoscopy and/or sigmoidoscopy, with or without biopsy.....	10.00
The above procedure combined with one or more of the following—dilatation and curettage non-puerperal, cervical repair (trachelorrhaphy), conization, cauterization or polypectomy, with or without biopsy.....	150.00	<b>THORACIC SURGERY</b>	
Displacement (retroversion, prolapse, procidentia) of the uterus, correction of by cutting operation, abdominal or vaginal approach, with or without separation of adhesions, appendectomy or unilateral or bilateral oophorectomy and/or salpingectomy but combined with cutting operation for cystocele and/or rectocele or perineorrhaphy.....	150.00	Bronchoscopy, including biopsy	
The above procedure combined with one or more of the following—dilatation and curettage non-puerperal, cervical repair (trachelorrhaphy), conization, cauterization or polypectomy, with or without biopsy.....	150.00	Diagnosis only.....	30.00
Hysterectomy, any type, with or without separation of adhesions, appendectomy or unilateral or bilateral oophorectomy and/or salpingectomy, abdominal or vaginal approach.....	150.00	Removal foreign body or other treatment.....	50.00
The above procedure combined with one or more of the following—dilatation and curettage non-puerperal, cervical repair (trachelorrhaphy), conization, cauterization or polypectomy, with or without biopsy.....	175.00	Congenital anomaly of heart or aorta, surgical correction of.....	300.00
Hysterectomy, any type, with or without separation of adhesions, appendectomy or unilateral or bilateral oophorectomy and/or salpingectomy, abdominal or vaginal approach but combined with cutting operation for cystocele and/or rectocele or perineorrhaphy.....	175.00	Esophagoscopy, including biopsy	
The above procedure combined with one or more of the following—dilatation and curettage non-puerperal, cervical repair (trachelorrhaphy), conization, cauterization or polypectomy, with or without biopsy.....	175.00	Diagnosis only.....	30.00
Vesicovaginal fistula, repair of.....	125.00	Removal foreign body or dilation stricture.....	50.00
<b>MISCELLANEOUS</b>		Esophageal diverticulum, excision of.....	75.00
Bone marrow, aspiration of for biopsy.....	10.00	Lobectomy or pneumonectomy.....	300.00
Parotid gland		Phrenicotomy, phrenicectomy, phrenic avulsion or crushing.....	50.00
Total removal.....	75.00	Pneumonostomy.....	50.00
Mixed tumor removed from.....	50.00	Pneumothorax, artificial, first induction.....	25.00
Stone, removal from parotid or submaxillary gland.....	25.00	Refills, each.....	10.00
Submaxillary gland, removal of.....	50.00	Maximum.....	160.00
<b>NEUROSURGERY</b>		Thoracentesis (tapping chest).....	25.00
Brain tumor, complete procedure.....	300.00	Thoracoplasty	
Cranial nerves, section of sensory root of fifth, (for tic doloureux), or eighth (for Meniere's disease), resection gasserian ganglion.....	200.00	One or two stages.....	100.00
Craniotomy, exploratory or decompressive.....	150.00	Three or more stages, including previous stages.....	200.00
Hematoma, subdural or extradural, treated by trephining.....	150.00	Thoractomy with rib resection for draining of empyema.....	75.00
Intervertebral disc (nucleus pulposus) rupture, herniation or protrusion, removal of or exploration of.....	200.00	Vagotomy, thoracic approach.....	150.00
Laminectomy, exploratory or decompressive.....	200.00	<b>UROLOGY</b>	
Lumbar and/or cisternal puncture, not for anesthesia—\$10 per puncture with maximum of.....	100.00	Abscess, prostate, incision and drainage.....	35.00
Meningocele, excision of.....	100.00	Caruncle, excision or fulguration.....	20.00
Neuroma, peripheral, resection of.....	50.00	Circumcision.....	15.00
Peripheral nerves, decompression, suture or transplantation of, single or first.....	75.00	Cystostomy, cystotomy, suprapubic, with fulguration or other bladder treatment.....	75.00
Each additional after first.....	25.00	Cystoscopy, including biopsy	
Maximum.....	150.00	For examination only with or without retrograde pyelography.....	25.00
		For treatment, bladder, ureter or kidney.....	25.00
		For removal of tumor or stone from ureter or bladder.....	50.00
		Viverticulum of bladder, resection of.....	125.00
		Endoscopy and/or dilation urethra, diagnosis or treatment, with or without biopsy.....	15.00
		Epididymectomy	
		Unilateral.....	50.00
		Bilateral—same surgical occasion.....	100.00
		Fistula, urethral, operation for.....	75.00
		Hydrocele	
		Tapping, not more than ten each side, each.....	10.00
		Radical operation	
		Unilateral.....	50.00
		Bilateral—same surgical occasion.....	75.00
		Litholapaxy (lithotrity), complete procedure.....	35.00
		Meatotomy, sole procedure.....	5.00
		Nephrectomy.....	200.00
		Nephrotomy or nephropexy.....	150.00
		Orchidectomy (excision of testicle)	
		Simple, unilateral.....	50.00
		Simple, bilateral—same surgical occasion.....	75.00
		With gland dissection.....	150.00
		Plastic repair, uretero-pelvic junction, or correction aberrant renal artery.....	200.00
		Prostatectomy, complete procedure including vasectomy	
		Suprapubic or perineal.....	150.00
		Transurethral, complete resection.....	150.00
		Punch operation, median bar resection.....	75.00
		Pyelotomy, complete procedure.....	125.00
		Uretero-lithotomy, ureterotomy.....	125.00
		Urethrotomy, external or internal.....	50.00
		Varicocele, operation for.....	50.00
		Vasectomy, not associated with other procedures.....	25.00



## The Seafarers Welfare Plan

From its modest beginnings in July 1, 1950, when it offered just two benefits, the Seafarers Welfare Plan has grown in size and scope over the past seven years. In place of the original \$500 death benefit and \$7 weekly Seafarers hospital benefit, the Plan now offers more than a dozen benefits for Seafarers and their families designed to protect them against the hazards of illness, death and disability and to cushion the costs of many other expenses.

In addition to the wider variety of benefits now available, the Plan has been able to enlarge cash coverage of older benefits instituted in 1950 and the years following. In 1956 alone, cash benefits totaled better than \$1,300,000 compared to the \$31,733 provided in the first year of operation. The expansion of benefits was made possible in part by the fact that the Welfare Plan was self-insured from the start. Self-insurance allowed for flexibility in meeting seamen's problems and provided substantial cash savings which were converted into greater benefits.

If you have any questions or any problem concerning welfare benefits, contact the nearest SIU hall (listed below) or the Seafarers Welfare Plan, 11 Broadway, NYC.

- |                             |   |                            |   |
|-----------------------------|---|----------------------------|---|
| BALTIMORE .....             | 1216 E. Baltimore St.<br>Eastern 7-4900 | NORFOLK .....              | 127-129 Bank St.<br>Madison 2-9834      |
| BOSTON .....                | 275 State St.<br>Richmond 2-0140        | PHILADELPHIA .....         | 337 Market St.<br>Market 7-1635         |
| HOUSTON .....               | 4202 Canal St.<br>Capital 3-4080—3-4089 | PUERTA de TIERRA, PR. .... | 101 Pelayo<br>Phone 2-5996              |
| LAKE CHARLES .....          | 1419 Ryan St.<br>Hemlock 6-5744         | SAN FRANCISCO .....        | 450 Harrison St.<br>Douglas 2-5475      |
| MOBILE .....                | 1 South Lawrence St.<br>Hemlock 2-1754  | SAVANNAH .....             | 2 Abercorn St.<br>Adams 3-1728          |
| MORGAN CITY, LA. ....       | 912 Front St.<br>Phone 2156             | SEATTLE .....              | 2505 1st Ave.<br>Elliot 4334            |
| NEW ORLEANS .....           | 523 Bienville St.<br>Tulane 8626        | TAMPA .....                | 1809-11 N. Franklin St.<br>Phone 2-1323 |
| NEW YORK (headquarters) ... | 675 4th Ave., Bklyn<br>Hyacinth 9-6600  | WILMINGTON, Calif. ....    | 503 Marine Ave.<br>Terminal 4-2874      |