

In this issue . . .

A & G DISTRICT ELECTION SUPPLEMENT

Photos and Biographies of Candidates

Vol. XVIII
No. 21

SEAFARERS LOG

Oct. 12
1956

AWARDED FIRST PRIZE • GENERAL EDITORIAL EXCELLENCE • 1955 • INTERNATIONAL LABOR PRESS OF AMERICA

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

SIU Scores Top Pact Gains:

WIN 7.1% PAY RAISE

Contract Bans 2 For 1 Loggings

—Story On Page 3

BOOST VACATION, WELFARE BENEFITS

1 Dead, 11 Hurt In Corsair Fire

Docked in New Orleans seven hours before sailing time, the SIU-manned Alcoa Corsair was ripped by an explosion and fire last Saturday which killed one engineer and injured 11 Seafarers. A faulty fuel line in the engine room was believed to have caused the blast, which is expected to sideline the ship for several months. Most of the injured were released from the hospital Monday. Story on Page 2.

**Agents Conference
Report On Page 4**

Dependent Parents To Get Hospital, Surgical Care

Improvements in existing vacation and welfare benefits and expansion of hospital coverage to include parents of Seafarers under certain circumstances, will take effect on October 15. In brief, the changes are as follows:

- Parents will be eligible for hospital - surgical protection if supported by the Seafarer for the past five years.
- The \$10 daily hospital bed benefit for parents, wives and children will continue for as long as they are hospitalized.
- The \$100 hospital extras allowance for Seafarers' dependents becomes \$200 after 31 days.
- The death benefit has been increased to \$4,000.
- Vacation payments have been increased to \$260 per year.

For further details, see stories on pages two and three.

ADD WELFARE, VACATION GAINS

Dependent Parents Get Hospital Aid

Breaking new ground on welfare coverage for Seafarers and their families, the SIU has won medical and hospital protection for dependent parents of Seafarers. This is the first instance in which a maritime union has obtained hospitalization for dependent parents, and probably the only such plan anywhere in the union welfare field.

Inclusion of the parents under the Welfare Plan was one of a number of improvements proposed by the SIU port agents conference

and agreed to by the trustees of the Plan. The package of new changes, effective October 15 of this year, includes an increase in death benefits, extension of hospital coverage for families past 31 days and an increase in hospital extra payments.

The changes were drawn up by a

three-man committee consisting of Earl Sheppard, Baltimore agent; James Sheehan, Boston agent, and Tom Banning, agent in Tampa. They were approved by the agents conference as a whole for submission to the trustees of the Seafarers Welfare Plan and were adopted at the last trustees' meeting. The same committee proposed, and won approval, for the increase in vacation pay to \$260 a year.

The new benefits were agreed on after over a year's experience showed it was possible and desirable to do so within the framework of existing employer contributions to the welfare plan. At the time dependents benefits were first instituted on June 1, the way was left open for further increases in the future. Here's how the new benefits shape up:

↓ ↓ ↓

Hospital Aid For Parents

Dependent parents, step-parents and foster parents of Seafarers will be eligible for hospital-surgical coverage. By "dependent parents" is meant any parents who have been supported by the Seafarer for the past five years or more. This applies, of course, whether or not a Seafarer is married and has a wife and children who are also classified as dependents and are eligible for the hospital benefit.

If qualified, the parent of a Seafarer will get exactly the same hospital, doctor and surgical benefits as any other dependent.

↓ ↓ ↓

More Family Hospital Benefits

All dependents of Seafarers eligible for hospital benefits can now receive \$10 a day for as long as they have to stay in the hospital with any one illness or injury. The old rule limited these benefits to a maximum of 31 days. The rule was changed to meet the great need of individuals with chronic or long-term ailments for longer hospital coverage than one month.

In addition, a Seafarer's dependent who is hospitalized for more than 31 days is entitled to a second \$100 for hospital extras. The additional (Continued on page 6)

Vacation Pay Up To \$260 Yearly

An increase in vacation pay for Seafarers to a new high of \$260 per year has been approved by the trustees of the Seafarers Vacation Plan. The new figure represents a \$16 raise over the previous high of \$240.

This is the third time the vacation payments have been increased since the pace-setting SIU plan started functioning in February, 1952. First of its kind in the maritime industry, the plan started out on the basis of \$140 a year and then was increased to \$176 in October, 1954.

Second Boost In '56

A second increase to \$244 came in January, 1956, as a result of Union negotiation of an additional 25 cents per day shipowner contribution to the Vacation Plan fund. All told, Seafarers have received over \$6,382,000 in vacation payments to date.

The current raise, which will go into effect as of October 15, will

not require any additional contribution by the operators. It was made possible by the low operating costs of administering the vacation program.

Vacations Rare Before

Before the SIU Vacation Plan was negotiated in May, 1951, paid vacations for seamen were a rarity in the maritime industry. Few Seafarers worked long enough for any one company in the course of a year to collect vacation pay.

Consequently the SIU drafted the plan now in existence which provides for shipowners to make contributions into a central kitty for each day a Seafarer works on their ships. Then whenever a Seafarer accumulates discharges for at least 90 days' seetime, he is entitled to file for his vacation pay at any Union port office. He is paid according to the number of days worked.

The Vacation Plan with its 90-day feature is one of the most popular of all Union benefits because it applies to every working Seafarer. Many Seafarers treat it as a reserve of ready cash which they can always get in a hurry by presenting their discharges at the Union hall.

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 17
- October 31
- November 14
- November 28
- December 12

SEAFARERS LOG

Oct. 12, 1956 Vol. XVIII No. 21

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

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



Ship Fire Kills One; 11 Seafarers Hurt

NEW ORLEANS—A dockside explosion due to a faulty line in the engine room of the SIU-manned cruise ship Alcoa Corsair is believed to have been the cause of last Saturday's fire which killed one engineer

and injured 11 Seafarers just seven hours before the ship was due to sail for the Caribbean.

The dead man is Edward S. Moses, 69, of New Orleans, the night engineer and a member of the AFL-CIO Marine Engineers Beneficial Association.

All of the injured were SIU men. There were no passengers aboard at the time, and only about one-third of the regular crew.

Among those most seriously injured due to smoke and burns were Frank Gomez, 40, Mobile, Ala., MM, now reported okay; Thomas C. Deale, 38, Birmingham, Ala., the FWT who tried to light the boiler when she blew, who suffered burns on the face and arms, and Arthur Witherington, 25, Fairhope, Ala., wiper, who was kept in the hospital because he got a little more smoke than the others.

Injured but released from the hospital Monday were: George Bishop, 20, Fairhope, Ala., wiper; Remberto Duo, 48, Miami, Fla., waiter; Gilbert Edwards, 56, Boston, Mass., MM; Maurice McCatty, 56, Boston, Mass., MM; Gasper Noto, 39, New Orleans, MM; Cyril H. Sawyer, 63, Miami, Fla., stew-

ard utility; Edward R. Smith, 48, Fort Worth, Texas, bellboy, and W. J. Souby, 38, New Orleans, BR.

Also listed among the injured in early news reports was Otto Timm, Jr., 51, Miami, Fla., 2nd steward, although he was on the ship at 8 AM Saturday when SIU port officials arrived at the hospital to lend a hand with the injured. The explosion came about four hours earlier.

Damage to the ship was estimated to be "heavy" by Capt. J. A. Castro, although firemen had the fire under control about an hour after it started. It was due to be towed to a drydock for inspection and several months of repairs.

Pays Tribute To Crew

He said, however, that he wanted to "pay tribute to the crew, to their efficiency, their bravery, their discipline. There was no panic. Those who could, gave the alarm to other crewmen and officers in their quarters and prevented more men from being trapped."

According to Deale, who was on watch in the engine room attempting to fire up one of the boilers, "the regulator has apparently gone (Continued on page 10)



Body of night engineer Edward S. Moses (right) is lowered from Alcoa Corsair after he was killed in engine room blast. Looking on (foreground, in suit) is Seafarer Vic Bonura. Some of damage is shown in boiler room (left). Photos by Seafarer Edward J. Lofflin.

Statement of Ownership

Statement of the ownership, management, and circulation required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code, Section 233) of SEAFARERS LOG, published every other week at Brooklyn, NY, for September 14, 1956.

1. The names and addresses of the publisher, editor, managing editor and business managers are: Publisher: Seafarers International Union of North America, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, NY; Editor: Herbert Brand, 675 4th Ave., Brooklyn 32, NY; Managing editor: Ray Denison, 675 4th Ave., Brooklyn 32, NY; Business manager (none).

2. The owner is: (If owned by a corporation its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address as well as that of each individual member, must be given.) Seafarers International Union, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, NY; Paul Hall, Secretary-Treasurer, 675 4th Ave., Brooklyn 32, NY; Robert Matthews, Assis-

ant Secretary-Treasurer, 675 4th Ave., Brooklyn 32, NY.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semi-weekly, and triweekly newspapers only.) This information not required.

(Signed) Herbert Brand, Editor. Sworn to and subscribed before me this 14th day of September, 1956. Frank Garay, Notary Public. (My commission expires Jan. 4, 1958).

Top Contract Gains Won

Agents End Conference; Achievements Hailed

Findings and recommendations of the Agents' Conference for the SIU Atlantic and Gulf District, were appraised by Secretary-Treasurer Paul Hall this week as evidence of the Union's continuing achievements for the membership.

The conference, which ended after a week-long review of the Union's functions and services, was attended by the following port agents and assistant secretary-treasurers: James Sheehan, Boston; Steve Cardullo, Philadelphia; Earl Sheppard, Baltimore; Ben Rees, Norfolk; E. B. McAuley, Savannah; Tom Banning, Tampa; Cal Tanner, Mobile; Lindsey J. Williams, New Orleans; A. Mitchell, Houston; Marty Breithoff, San Francisco; Reed Humphries, Wilmington, and Jeff Gillette, Seattle, and headquarters assistant secretary-treasurers Joseph Algina, deck; Claude Simmons, engine; Ed Mooney, steward, and William Hall, joint.

"The conference committee members dug into a big job involving all the Union's functions and membership services," Hall said. "The record of their efforts, topped off by the Union's contract and welfare advances, is the best way to measure what the Agents' Conference accomplished."

Details of the conference are on page 4.

7.1% Increase, Loggings Limit Highlights Of Pact

Major SIU contract advances giving Seafarers the maritime industry's top wage increases and security were announced jointly by the agents' conference and headquarters negotiating committee. In presenting the joint report to the membership, Secretary-Treasurer Paul

Hall said advances were made in all areas of Union security including wages, vacations, welfare and ship-board conditions.

Topping the list were a 7.1 percent increase in wages, higher overtime rates, a precedent-setting limitation on logging, increases in vacation pay and welfare benefits and broader welfare coverage.

Specifically, the contents of the package are:

- A wage increase of 7.1 percent for all ratings.
- Overtime rate increases ranging from 9 to 12 cents an hour.

- Increase in vacation pay from \$244 to \$260 a year.

- A limit on authority of master to log for such infractions as missing a watch or a day's work to the actual time lost.

- Increase in death benefit from \$3,500 to \$4,000.

- Broadening of coverage of dependents hospitalization and surgical plan to take care of dependents (Continued on page 5)

New Contract Provisions

"Section 68. Logging. Where the master exercises his prerogative under maritime law by logging a man for missing his regular work or watch, he shall not log the man more than 1 day for 1 day. This section shall not be deemed to prejudice the authority of the Master or the requirement of obedience of the crew, described elsewhere in this contract, except as specifically herein provided."

"Section 69. Return of Deceased Seamen. If a seaman dies at any time during the voyage, the Company shall so notify the next of kin as designated on the shipping articles. In the event a seaman dies in a port not in the continental United States, or if he dies at sea and his body is delivered to a port not in the continental United States in which port, facilities for preservation of the body for shipment and burial are available, and there are no legal restrictions contrary thereto if the said next of kin requests the return of the body and agrees to assume responsibility for the body at the port of engagement, the company shall defray the total cost of preserving and returning the body to the original port of engagement."

New Dry Cargo Wage Scale*

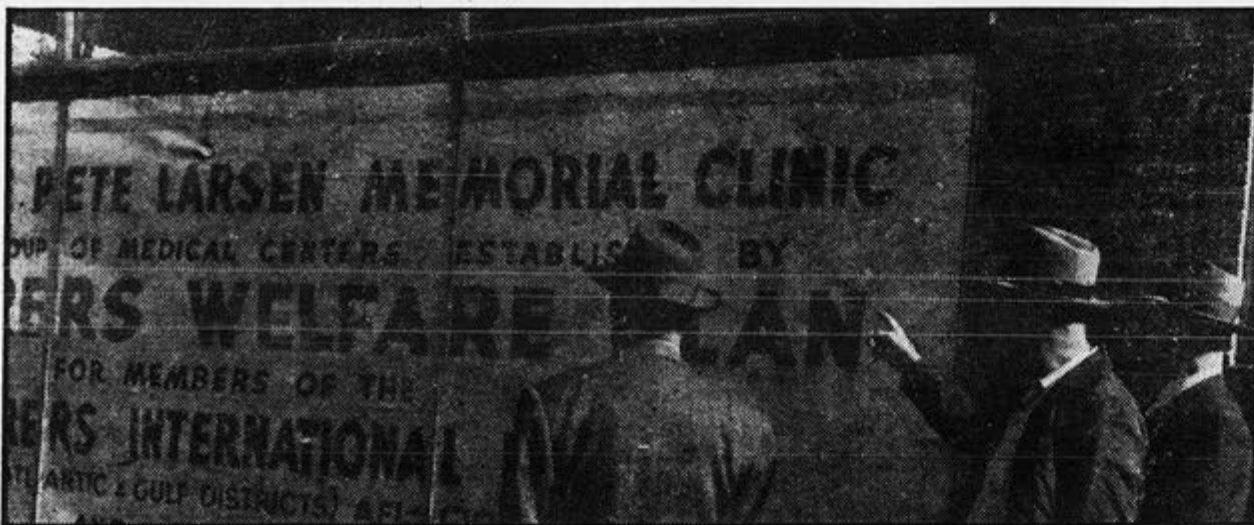
DECK DEPARTMENT				
Rating	Old Scale	Increase	New Scale	New Over-time
Bosun (Mariner)	\$447.00	\$31.74	\$478.74	\$2.10
Bosun	400.68	28.45	429.13	2.10
†Carpenter (Mariner)	386.00	27.41	413.41	2.10
†Carpenter	375.08	26.63	401.71	2.10
AB Maintenance	343.98	24.42	368.40	2.06
Quartermaster	314.41	22.32	336.73	2.06
Able Seaman	314.41	22.32	336.73	2.06
Ordinary Seaman	244.19	17.34	261.53	1.60
ENGINE DEPARTMENT				
Chief Electrician (Mariner)	518.09	36.78	554.87	2.10
Chief Electrician	499.25	35.45	534.70	2.10
2nd Electrician	465.09	33.02	498.11	2.10
Unlicensed Jr. Eng. (Day)	403.83	28.67	432.50	2.10
Unlicensed Jr. Eng. (Watch)	361.18	25.64	386.82	2.10
Plumber - Machinist	414.42	29.42	443.84	2.10
Deck Engineer	380.88	27.04	407.92	2.10
Engine Utility	366.72	26.04	392.76	2.10
Evaporator Maintenance	334.32	23.74	358.06	2.06
Oiler	314.41	22.32	336.73	2.06
Oiler - Diesel	340.22	24.16	364.38	2.06
Watertender	314.41	22.32	336.73	2.06
Fireman - Watertender	314.41	22.32	336.73	2.06
Fireman	314.41	22.32	336.73	2.06
Wiper	294.30	20.90	315.20	1.60
Reefer Engineer— (When 1 carried)	465.09	33.02	498.11	2.10
Reefer Engineer— (When 3 carried)				
Chief	428.97	30.46	459.43	2.10
1st Assistant	381.54	27.09	408.63	2.10
2nd Assistant	346.70	24.62	371.32	2.06
STEWARD DEPARTMENT				
Chief Steward (Mariner)	447.00	31.74	478.74	2.10
Chief Steward	400.68	28.45	429.13	2.10
Chief Cook	366.18	26.00	392.18	2.10
Night Cook & Baker	361.18	25.64	386.82	2.10
Second Cook	325.57	22.79	348.36	2.06
Third Cook	310.43	22.04	332.47	2.06
Messman	242.32	17.20	259.52	1.60
Utilityman	242.32	17.20	259.52	1.60

* For new Seatrain Line wage scale, add \$7.50 to new scale above on all ratings carried except chief electrician and deck engineer. New Seatrain scale for chief electrician is \$547.20; for deck engineer, \$447.04.

† Receives \$20 additional a month if required to provide own tools.

Standby rates have been increased to \$2.02, \$2.06 and \$2.10 for the respective overtime groups.

Health Center Plan Set; To Be Larsen Memorial



Seafarers E. C. Shaffer, T. Correll and Fred Blichert (l to r) inspect site of Pete Larsen Memorial Clinic, first of SIU medical centers planned for A&G District. Equipment has already been ordered and building, at 3rd Ave. and 21st St., one block from SIU headquarters, is expected to be ready for use in three to six months.

Plans for opening the first SIU health center at 21st Street and 3rd Avenue in Brooklyn have been approved by the trustees of the Seafarers Welfare Plan. The center will be known as the Pete Larsen Memorial Clinic in honor of Seafarer Pete Larsen, former door-man at the New York hall.

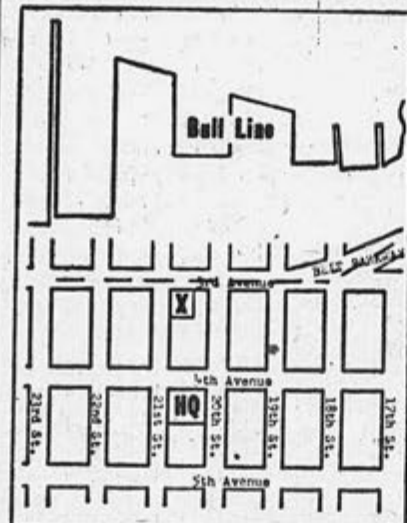
Larsen was the victim of a knife assault last January 12. The trustees voted to rent the property at 685 Third Avenue with an option to purchase at a fixed price in the event the property proves fully satisfactory for the purpose intended. Orders have already gone out for the necessary equipment including x-ray, electrocardiograph, lab equipment and furnishings which will be required by the center.

One Block From Hq.

The center is ideally located, being just one block from the SIU hall and directly opposite the Bull Line terminal. All major Brooklyn piers are a few minutes away including Bush Terminal and Erie Basin. It was formerly occupied by a truck equipment rental service and has very few inner partitions and no posts to interfere with remodeling.

The one story building is 100 feet long by 50 feet deep. A large

double entrance door will permit easy delivery of equipment and supplies. Foundation and walls are



"X" marks the spot where first SIU health center will be located, one block from Union headquarters.

strong enough to permit erection of additional floors if needed.

The New York center is the first of four which will be established in major SIU ports. The others will be located in Baltimore, Mobile and New Orleans at a later date.

For Preventive Medicine

The centers will emphasize preventive medicine. Their function is to keep Seafarers healthy by detecting ailments in their early stages and offering periodic physical checkups. Any Seafarer needing treatment will be referred to the US Public Health Service hospitals, although complete diagnostic facilities will be maintained at the centers.

All operations of the centers are financed by shipowner contributions to the Seafarers health and safety program, which was negotiated last year. Funds have been accumulating in the fund since that time on the basis of a five-cents per man per day contribution.

SIU Agents Conference Report

Printed here is the complete text of the two major committee reports made at the agents' conference—the Welfare and Vacation Committee and the Contract Negotiations and Clarifications Committee. The Conference produced many other very detailed reports on matters of interest to the membership which are briefly summarized here.

The full texts of all these reports are being distributed to all SIU ports and will be available to the membership. They deal with such aspects of the Union's operations as legislative activities, the operations of the Union's subsidiary corporations, legal and financial reports and many other items of importance.



Steady increases in SIU Vacation Plan benefits has pushed total payments over the \$6 million mark since benefits began in 1952, agents conference reported. The scene here at SIU headquarters shows Seafarers collecting some of the first benefit checks when plan began.

I. Welfare and Vacation Committee

Earl Sheppard, James Sheehan, Tom Banning.

Welfare

In the last three years the Union has continually advanced in the achievement of new and improved welfare benefits for the greater security of Seafarers and their families.

The Agents' Conference of 1953 reported "the surface of this new area of security has only been scratched as yet, but the vast potentialities it has for seamen marks it as second only to the hiring hall as an instrument of security for the men who go to sea. The Welfare Plan embodies all of the elements of security heretofore undreamed of."

The validity of the foregoing prediction is borne out by the accomplishments of the Seafarers' Welfare Plan in the last three years, including notable advances resulting from current negotiations. These achievements have been so worthwhile that we must conclude an even greater potential still lies in the future.

Here is how the Seafarers International Union, Atlantic and Gulf District, benefits shape up at the present time:

- 1. Death Benefits**—At the beginning of the Seafarers' Welfare Plan this benefit was established at \$500.00. By 1953 this payment had been increased to \$2500.00. On May 1, 1955 the death benefit was increased to \$3500.00. Negotiations just completed have resulted in this payment being increased to \$4,000.00 effective October 15, 1956. The SIU Plan is now paying one of the highest death benefits of any trade union. Some members could not buy this amount of life insurance for any sum.
- 2. Hospital Benefits**—At the inception of the plan, this benefit payable to hospitalized members was \$7.00. By 1953 it had been increased to \$15.00. On May 1, 1955, it was raised to \$21.00. Prior to 1956, members were required to be hospitalized for seven days before becoming eligible to draw this benefit. Now a member may receive \$3.00 a day for each day he is confined to a hospital. This benefit is payable indefinitely for as long as a member is hospitalized.
- 3. Maternity Benefits**—This \$200 cash benefit is paid to Seafarers' families upon the birth of each child. In the



Sheppard



Sheehan



Banning

case of multiple births the benefit is paid for each child. In addition, the Union also gives to each new-born child of a member a \$25 US Savings Bond.

4. Scholarship Benefits—Since this benefit was established in 1953 eighteen college scholarships worth \$1500 per year have been awarded to members and children of members. These scholarships are awarded on the basis of competitive examinations and run for the number of years required for a recipient to complete education in any field chosen by the winner.

In 1956 the scholarship plan was liberalized. Five scholarships are now awarded annually to guarantee that at least one will go to an active Seafarer. Under this new rule the age limit previously imposed upon members was eliminated and one scholarship after the first four scholarships have been awarded must go to the Seafarer having the highest ranking in the competitive examinations after all other winners have been determined. In 1956 four of the five college scholarships awarded under this plan were won by Seafarers.

5. Dependents Hospitalization and Surgical Benefits—When this benefit became effective June 1, 1955, it covered the wife and unmarried children (under age of 19 years) of Seafarers. Eligibility was extended to step-children May 28, 1955. Effective October 15, 1956, Seafarers' dependent parents, including foster and step-parents, will be covered by this benefit. On July 7, 1955, this plan was further liberalized by the Union to pay surgi-

cal benefits whether or not surgery was performed in a hospital.

At the beginning of the operation of this benefit, it provided, among other things, \$10 a day for a maximum of 31 days' hospital room and board for any one illness or injury; a maximum of \$100 for hospital extras such as drugs, operating room, etc., charged by the hospital; maximum \$300 surgical benefit and \$4 per day for doctor calls in hospital, subject to a \$50 deductible provision applying only to hospital room and board and extras.

Effective October 15, 1956, these benefits have been extended to eliminate the 31-day limit on hospital room and board for any one illness or injury. The maximum amount payable for hospital extras was increased from \$100 to \$200 in cases where patients are required to remain longer than 31 days in the hospital. In addition, the \$50 deductible provision was removed in cases where patients must return to the hospital for additional surgery or treatment of a recurring illness. Elimination of 31-day maximum limitation means that a person who suffers a major or chronic illness requiring hospitalization for extended periods will receive these benefits indefinitely. Undoubtedly, this is one of the most liberal hospitalization benefits contained in any Union welfare plan.

6. Old Age and Disability Benefit—This benefit was created June 3, 1952, at \$15 per week. By 1953 it had been raised to \$25 a week and on May 1, 1955, it was increased to \$35.

There is no age limit to this type of benefit, provided the applicant has accumulated at least twelve years' service with one or more of the companies which are parties to the plan.

The Union also assists these members in obtaining whatever other benefits they are entitled to, such as social security. Thus, many of our oldtimers now receive total payments of \$250 per month and up.

The SUP was first to win this type of benefit in the maritime industry. This accomplishment alone is a monumental achievement among maritime labor unions.

Effective October 15, 1956, the old age and disability benefits are being further increased by extending coverage under the dependents hospital and surgical benefits to those men receiving old age and disability benefits. Obviously this benefit is of great importance to our oldtimers and younger men drawing disability benefits because, under the law, they are not eligible to receive full US Public Health Service treatment given to active seamen.

7. Training Program—Establishment of this program was authorized in 1952 when the Welfare Plan provided for purchase of the training ship Andrew Furuseth.

During 1954 and 1955 complete training school facilities, including a new building at nearby Bayou-LaBatre, Alabama, were set up in the Port of Mobile. In 1956, expansion of training school facilities in New York and Baltimore was approved.

The purpose of the training program is to provide preliminary training for new men entering the industry and to make available upgrading facilities and instruction for SIU men as a means of increasing shipboard skill and efficiency and to enable personnel to increase earning power.

8. Benefits for Unemployed Seamen—Under the meal benefit program, low-cost high-quality meals are provided in SIU restaurants in the ports of New York, Baltimore and Mobile. In all other ports arrangements have been made through the meal book-loan program for the receiving of a similar type of benefit. In the ports

where the Welfare Plan operates its own restaurants, Seafarers may receive further advantages by using meal books which are provided at discounts.

This plan makes it possible for unemployed seamen on the beach to obtain decent meals through the meal book-loan program without being victimized by unscrupulous operators of hash-houses and seamen's boarding houses who in earlier times extended credit at exorbitant rates.

9. Loan Program—On March 2, 1954, the welfare plan established a loan program. An unemployed seaman may receive an unemployment loan not exceeding \$100, interest free, to be repaid within six months, provided the applicant is at the time of the application: (a) In great need. (b) Employable. (c) Regularly engaged in the calling of a seaman. (d) Can reasonably be expected to repay a loan within the time allowed.

10. Temporary Lodging Benefit—This benefit was created to provide housing facilities for the unemployed seaman during the period that he is on the beach and away from home. Under this benefit he receives a place to sleep in clean, comfortable quarters. These facilities are usually provided near the Union hall so the Seafarer can more conveniently avail himself of the meal benefit. Washing machines and other similar equipment are provided at Union halls for the general welfare.

11. Recreation—SIU halls have truly become a "home away from home" for Seafarers under arrangements provided by the Welfare Plan. Elaborate recreational facilities are available in New York, Baltimore, Mobile and New Orleans, while such facilities are provided in other ports on a more limited basis. Plans under consideration call for extending greater recreational opportunities.

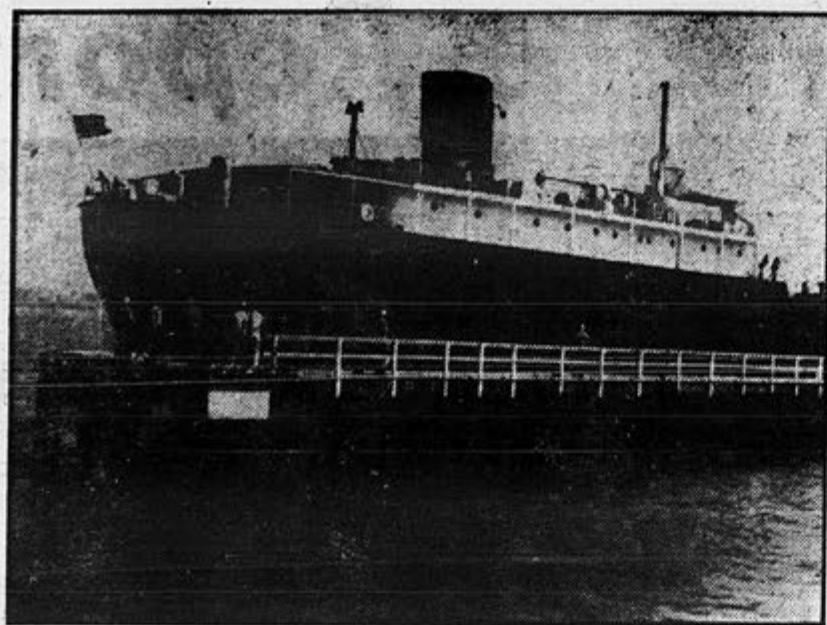
12. Hospital Recreation Benefit—In 1956 the Welfare Plan arranged to show movies at a cost of no more than \$50 a month per hospital in the USPHS hospitals at Boston, Baltimore, Norfolk, Savannah, New Orleans, Galveston, San Francisco, Seattle, and Manhattan Beach and Staten Island hospitals in New York City and the Marine Wards in Philadelphia and Tampa. This benefit enables these hospitals to show about three first-run motion pictures each month to patients.

13. Financial Picture—The total benefits paid out since the inception of the Seafarers' Welfare Plan to August 31, 1956 are listed below:

Type	Effective Date	Amount
Death	July 1, 1950	\$1,606,838.11
Hospital	July 1, 1950	946,516.50
Maternity	April 1, 1952	501,800.00
Scholarships	August 5, 1952	35,282.94
Dependents Hospitalization and Surgical		
Old Age & Disability	June 1, 1955	108,718.85
Training School	May 5, 1952	245,540.20
Unemployment Pgm.	February 2, 1954 ..	70,165.63
Loan Program	February 8, 1952 ..	819,176.17
Temporary Lodging	March 2, 1954	35,106.48*
Recreational Facilities	August 6, 1954	11,856.01
Miscellaneous	February 4, 1953 ..	481,338.61
	Various	72,304.29.
TOTAL	\$4,934,643.79

* Balance outstanding August 31, 1956.

The sound financial condition of the Seafarers' Welfare Plan is reflected in the Summary Statement as of August 31, 1956. (Continued on page 12)



Tankship Duncan Bay, top, running coastwise from British Columbia to California, flies Liberian flag. Picketing by SUP forced operators to sign agreement to pay American wage scale. Below, SUP Secretary-Treasurer, Harry Lundberg (second from left) explains purpose of picketing to building trades men who refused to cross picket lines.

SUP Pickets Force Runaway To Sign

ANTIOCH, Cal.—Efforts of a Liberian flag operator to run in the Canada-US trade have been stymied by the Sailors Union of the Pacific. A 12-day SUP picket line was successful in winning an agreement to run the vessel under contract to the Sailors with an American wage scale.

The Sailors Union threw the picketline around the pulp tanker Duncan Bay at the Crown Zellerbach pier here after the paper company put the 20,000 ton ship in service between British Columbia and this port.

As soon as the picket lines went up on September 25, large numbers of union building craftsmen working on the Antioch plant refused to go through. The move held up a vast plant expansion program by the company. The company caved in on October 6 and signed a memorandum to put the ship under an SUP contract.

Built In Japan

The Duncan Bay was built in Japan by National Bulk Carriers to haul wet pulp for Crown Zellerbach to its Antioch plant. There the pulp is to be used in the manufacture of paper bags and wrapping paper.

As a Liberian-flag vessel, the Duncan Bay was manned by a variety of nationalities. It has a Canadian skipper and four Americans aboard with an English crew. In addition it carries 28 Okinawans as "trainees."

The Japanese seamen's union, when contacted by the SUP on the matter, said the Okinawans were recruited through the American military authorities, who control passport issuance on the island. Okinawa being an American base since World War II, the Japanese government exercises very little authority there.

The fight on the Duncan Bay recalls a similar move in 1950 when the SS Pho Pho attempted to haul gypsum from Mexico to Redwood City, California. The SUP was successful in winning an American union contract for the vessel even though she operated under the Panamanian flag.

Seattle Hails Clean Payoffs

SEATTLE—Clean payoffs continued to make SIU operations here a pleasure, as four Far East ships came in very clean on all counts.

The Auburn (Alba) arrived for payoff and sign-on as expected, followed by the Ocean Deborah and Ocean Eva (Ocean Trans) and the Beaugard (Waterman). All except the Deborah signed on again.

In transit to the port were the Hastings (Waterman); Texmar, Marymar (Calmar) and the Orion Comet (Oil Carriers).

On the shipping side, job activity was good and should hold its own in the current period. The job total of 104 for the past period was only a half dozen jobs short of the previous mark, Port Agent Jeff Gillette reported.

Pay Rise Won, Limit Loggings

(Continued from page 3)

ent parents.
 • Liberalization of dependents hospitalization and surgical benefits, to eliminate the 31-day limit.
 • Requirement that companies provide for the return of bodies of Seafarers who die aboard ship or in a foreign port while in the employ of the company.

Agents' conference committee work on the project was done by Earl Sheppard, Baltimore; James Sheehan, Boston, and Tom Banning, Tampa, Welfare and Vacation Plan Committee; and Steve Cardullo, Philadelphia; Ben Rees, Norfolk, and Marty Breithoff, San Francisco, Contract Negotiations and Clarifications Committee.

"The SIU's top wage increases and raises in overtime rates mean substantial gains in Seafarers' take home pay," Hall said in commenting on the contract advances. "Broader Welfare Plan coverage and increases in benefits will provide greater security for all hands. The contract limitation on the

authority of the master to log a man for more than the actual time lost in missing a watch or a day's work is a history-making gain that will benefit all seamen throughout the industry. Logging has not been a great problem on SIU ships because of the responsible character of SIU crews and the strong self-discipline provisions in the SIU constitution. It has been a problem elsewhere in the industry, however. In any event, we have always disagreed with allowing the master authority to log a crew member two days for one lost as is the general practice.

"Negotiation of the limitation on logging sets the precedent that such questions are proper subjects for collective bargaining."

Other unions have tried to tackle the logging question, but as was pointed out in the "New York Times" of October 5, 1956, the SIU's accomplishment was the first of its kind in American shipping.

"The National Maritime Union, which started an anti-logging drive

several months ago, so far has not been able to reach an agreement on logging with shipping companies," the "Times" said.

Another sore point was eliminated when the operators conceded to a Union demand for free transportation back home of Seafarers who die in the employ of a shipping company. In the past it has been the practice of some operators to charge heavy fees to next of kin for the return of a Seafarer.

The return of a Seafarer will be required whenever the next of kin requests it, and agrees to accept responsibility at the port of engagement.

Under the new agreement the standard wage scale for ABs, firemen and oilers goes up to \$336.73 a month, an increase of \$22.32 over the present \$314.41. Overtime rates for these ratings are boosted 12 cents an hour from \$1.94 to \$2.06.

Over-all wage increases range between \$17 and \$35 a month in most of the ratings, with overtime running from \$1.60 for entry ratings to \$2.10 an hour for key men like bosuns, carpenters, electricians, chief stewards, chief cooks, deck engineers and others. Seatrain and passenger rates have been adjusted proportionately. (For further details see dry cargo wage scales on Page 3.)

The new gains were negotiated under a reopening of the SIU agreement which still has one year to run on the three year pact. The contract was originally signed effective October 1, 1954, to run to September 30, 1957, with the Union free to reopen upon appropriate notice to the shipping companies. The full agreement has now been extended to September 1958.

Call NY Longshoremen's Ballot On October 17

New York longshoremen will vote next Wednesday at six sites in the Greater New York area to decide on the fate of the International Longshoremen's Association. The New

York regional office of the National Labor Relations Board scheduled the vote for October 17 in the International Brotherhood of Longshoremen's bid to unseat the ousted ILA.

Thus far the vote is being approached in a calm and orderly manner. The possibility of a coastwise longshore strike dissipated when the ILA, after threatening gestures, agreed to extend the existing contract for one month. The contract expired on September 30.

The New York Shipping Association, representing stevedoring firms, has agreed, in turn, that any settlement made will be retroactive to October 1. This assurance has been given to the IBL as well as the ILA so that longshoremen will get retroactivity no matter what the outcome of the vote.

Voting will be conducted at armories in Manhattan, Brooklyn and Jersey City, at Waterfront Commission centers in Staten Island and Port Newark and at the Naval Ammunition Depot in Leonardo, New Jersey.

It is expected that up to 22,000 longshoremen will be qualified to vote.

With the vote fast approaching, the IBL has been hammering away at the ILA in its weekly television program, its newspaper and in daily caravans to the piers. The IBL is stressing the failure of the ILA to deliver any improvements for longshoremen over the past three years. It offers as its program establishment of a system of seniority and job security for regular longshoremen, sling load limits and a safety program on the piers, paid holidays, and improvements in other money matters of the longshoremen's agreement.

The IBL has also pledged sweeping revisions in local union proce-

dures in New York providing for regular membership meetings, free elections and financial controls over local union funds.

INQUIRING SEAFARER

Question: A LOG letter-writer has called for outlawing the word "master" as a title for a ship's captain because he thinks it is offensive to crewmembers. What's your opinion?

J. Sanchez, 2nd cook: Personally, it doesn't mean very much what title they give the skipper, but I can see people objecting to the word "master." It sounds a little too high and mighty, while calling the skipper "captain" would suit everybody just fine.



John Chambers, wiper: Actually it doesn't make any difference what they decide to call the captain. As long as he treats the crew right he's all right with me. The man counts more than the name. Once though, I had a captain who acted that way and always called the ship "my vessel."



Arthur L. Fricks, AB: The only master I know is the good Lord above. Certainly no ship's captain can equal that standing. Let's drop the word because it should not properly apply to a plain human being who happens to be in command of a merchant ship.



Charles Benway, FWT: He's been called "master" ever since there have been ships. Why not let it go on? The title doesn't make the man. Some of your masters will hang out with you like one of the gang. Actually, I never heard anybody call the captain anything but "skipper."



Cecil Rush, MM: The word "master" was used in the old days, and the reason I think some seamen object is that it brings back sad memories. There was a time when captains abused privileges and behaved truly like the master of the crew. Today though, the word doesn't have the same meaning.



E. Waters, FWT: The captain of the ship is entitled to some respect as the master. He's not just another sailor. He deserves the title because he is, in fact, master of the vessel when it's on the high seas, and there's no doubt about that no matter what you think of the word.





Lucky winners of reserved seats to first World Series baseball game at Ebbets Field last week hold up their ducats after drawing was held following 11 AM job call at SIU headquarters. Winners of first day's drawing were (l to r) B. Zalonis, OS, of the Sailors Union, and Seafarers E. C. Schaffer, MM, and Robert Gorbea, AB. Dispatcher Scotty Aubusson is at far left. Drawing was held for seats to each Series game.

Series Fever Hits NY; Jobs Good Too

NEW YORK—This port has been the center of lots of activity what with the start of the port agents' conference and the World Series opening up. There were three television sets primed for the Series service, one in the shipping hall, one in the cafeteria and one in the Port O' Call. In addition, the Union was able to obtain three tickets for each day which went to lucky winners of a draw in the hiring hall.

Shipping has been doing very well, although not quite up to the previous two weeks, Assistant Secretary-Treasurer Claude Simmons reported. There were 21 payoffs, six sign-ons on foreign articles and ten in-transit ships. The Hilton a Bull Line Liberty that had been in temporary layup, took a full crew. Also crewing up was the Trans Cape, a Victory ship formerly operated by US Lines.

A couple of Robin Line ships,

the Robin Hood and the McAllister Victory, are expected in from long runs and should take quite a few jobs. Shipping was still over the 300 mark, Simmons added.

LABOR ROUND-UP

A \$25 million investment in Government-insured housing loans to veterans is being planned by the International Ladies Garment Workers Union. The purpose of the investment is to increase funds available for mortgages for small families, while at the same time boosting the yield on the union's reserves, now mostly invested in Government bonds.

Approximately 25,000 striking meat plant workers have returned at Swift and Company plants throughout the US after having successfully signed an agreement calling for a 25-cent package over a three year period. Members of two unions, the Amalgamated Meat Cutters and the Packinghouse Workers of America, jointly conducted the strike.

A 15-day extension of a strike deadline was put in effect by the International Brotherhood of Teamsters to permit further negotiations for over-the-road drivers in the New York area. About 3,500 drivers in Local 707 are affected.

A special report by the Textile Workers Union of America declared that the nation's textile industry is facing a national crisis. It denounced the practice of manufacturers who pay wages 25 percent less than the national average for factory workers. Shortly afterwards, the J. P. Stevens company announced a "voluntary" ten cent an hour increase for workers in its plants. Most of its plants are not unionized.

Coal Group Gets Okay On Libertys

WASHINGTON—Over bitter opposition from both liner and tramp operators, the Federal Maritime Board has approved the chartering of 30 Liberty ships to American Coal Shipping, Inc. Further, the board broadened the recommendations of the examiner in the case by permitting the ships to carry bulk ore inbound as well as coal in the export trade.

The FMB based its decision on the grounds that there is not enough US tonnage on the run or available for charter by coal exporters. When chartered out, the ships would be restricted to off-shore runs and not permitted to compete in the coastwise or inter-coastal trades.

American Coal Shipping is a combination formed by three major coal-carrying railroads, coal producers and the United Mine Workers of America. It still has a bid pending for 50 more Liberty ships than the ones originally requested.

Shipping Round-Up & Forecast

September 19 Through October 2

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	5	6	3	4	1	1	9	11	20
New York	87	15	64	19	53	12	204	46	250
Philadelphia	14	5	15	13	16	5	45	23	68
Baltimore	63	40	42	28	37	26	142	94	236
Norfolk	20	23	8	14	4	9	32	46	78
Savannah	5	10	7	5	2	1	14	16	30
Tampa	5	3	2	1	9	2	16	6	22
Mobile	27	10	17	7	24	5	68	22	90
New Orleans	39	20	35	15	37	15	111	50	161
Lake Charles	16	12	9	13	5	5	30	30	60
Houston	23	15	12	13	18	13	53	41	94
Wilmington	9	3	9	4	5	5	23	12	35
San Francisco	19	9	17	6	9	9	45	24	69
Seattle	9	8	6	6	1	4	16	18	34
Total	341	179	246	148	221	112	808	439	1247

Port	Shipped						Total A	Total B	Total C	Total Shipped			
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C							
Boston	7	3	0	3	1	3	2	0	2	12	4	5	21
New York	86	25	15	73	16	22	69	9	9	228	50	46	324
Philadelphia	32	8	12	27	14	9	17	7	11	76	29	32	137
Baltimore	51	11	10	28	26	12	39	8	8	118	45	30	193
Norfolk	15	14	11	14	16	15	9	12	22	38	42	48	128
Savannah	5	7	2	11	6	1	2	2	1	18	15	4	37
Tampa	2	2	1	0	1	2	7	0	1	9	3	4	16
Mobile	28	7	1	18	11	2	17	8	1	63	26	4	93
New Orleans	47	10	1	36	8	3	30	18	3	113	36	7	156
Lake Charles	19	9	2	17	14	7	5	7	6	41	30	15	86
Houston	37	16	6	23	20	8	17	9	16	77	45	30	152
Wilmington	3	4	4	2	2	1	4	3	2	9	9	7	25
San Francisco	14	6	10	12	7	5	13	6	11	39	19	26	84
Seattle	20	4	3	8	9	11	30	9	10	58	22	24	104
Total	366	126	78	272	151	101	261	98	103	899	375	282	1556

Still riding the crest of good shipping, Seafarers in A&G District ports were dispatched to 1,556 jobs during the last two weeks. This was only 41 jobs off the 33-month record mark set in the previous period.

Registration was also considerably lower than usual, with the result that there were more class A men shipped than registered, and class A and B shipping topped the total registration for the District.

Six ports listed shipping increases for the period, while one, Seattle, remained about the same; very good. Philadelphia, Norfolk, Savannah, Mobile, Lake Charles and Houston all were up, especially Philadelphia, Norfolk, Lake Charles and Houston. There were declines in Boston, New York, Baltimore, Tampa, New Orleans, Wilmington and San Francisco, but Boston, Tampa and Wilmington were the only ones that really slipped back.

In terms of seniority shipping, class A jobs rose to 58 percent of the total shipping, class B remained the same as before at 24 percent and class C declined to 18 percent. Five ports, Norfolk, Savannah, Lake Charles, Wilmington and San Francisco shipped more B and C men than men in class A.

The following is the forecast port by port:

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

Don't Send Your Baggage COD

Seafarers are again warned not to send their baggage COD to any Union hall. No Union hall can accept delivery of any baggage where express charges have not been prepaid.

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

Hospital, Surgical Aid Boosted; Parents Helped

(Continued from page 2)

tional money, \$200 in all, goes for such expenses as X-rays, lab tests, operating room costs, special nursing services and the like.

Other benefits continue as before. They include up to \$300 for surgery according to a fixed schedule and \$4 a day for doctor's visits to the hospital. All hospital expenses are subject to a \$50 deductible provision;—that is, the Seafarer pays the first \$50 of the bill; the Plan then picks up the tab up to the daily limit it allows and up to the amount allowed for a specific operation.

Larger SIU Death Benefit

Beneficiaries of Seafarers will now receive \$4,000, an increase of \$500, in the event of a Seafarer's death. Originally the death benefit started out at the \$500 level when the Welfare Plan first became effective in 1950. Since then this benefit has been increased several times to its present \$4,000 level.

The other monetary benefits of the Welfare Plan include: \$21 a week for Seafarers in the hospitals; \$35 a week in disability benefit payments; \$200 in maternity benefits plus \$25 bond from the Union; and \$6,000 a year in four college scholarships for Seafarers and their children.

In addition, the Welfare Plan provides unemployment benefits and meal books for Seafarers on the beach, runs the Seafarers training school and provides other services for seamen.

Throw ILA Charges Out Of Court

LAKE CHARLES—Getting nowhere fast, the old ILA was handed another setback in this area recently.

An ILA suit against the AFL-CIO International Brotherhood of Longshoremen for \$50,000 was thrown out of court on the ground there was no legal basis for the suit.

Shipping, meanwhile, practically doubled in activity from the previous period. The job prosperity inevitably resulted in more class B and class C men being shipped than men in class A, said Leroy Clarke, SIU port agent. When shipping is good, the class A men, who have their pick of jobs, generally hang back and wait out something special, he added.

Ten Cities Service tankers and four other SIU ships accounted for the activity. The Lucille Bloomfield (Bloomfield) was in Orange, Texas; the Atlantic Transporter (Pan-Oceanic) in Port Arthur; the Val Chem (Valentine) in Port Neches, Texas, and the Del Valle (Mississippi) came in here, along with a couple of SUP-manned tankers.

All of them were in good shape, with the exception of the Val Chem, which has one beef pending for clarification.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

New Inflation Pushing Up Prices

Many new price increases have been announced by manufacturers and retailers on top of the price boosts on food, shoes and other necessities that have already hit moderate-income families this fall in the 1956 inflationary upsurge. So far this year your dollars have lost about three per cent of their buying power.

The latest round of increases affects household equipment particularly. Most major manufacturers have just raised prices of television sets. The price hikes range from \$5 to \$30 a set. Several large manufacturers have also announced increases on washing machines, refrigerators, electric ranges, freezers, mattresses, rugs and auto tires. Also pending are price increases on 1957 cars which various reports estimate will be from \$40 to \$100, and a five per cent boost in price tags of men's shirts scheduled for spring. Chief exceptions to the price-raising spree are textile products and lumber, which have held steady and even gone down a little in some cases.

In food, the higher grades of meat continue expensive with poultry relatively reasonable. The long-promised goal of a chicken in every pot finally may be realized this fall, since steaks and roasts for the time being are beyond the means of moderate-income families.

Many of the increases are attributed by manufacturers to higher costs, especially of steel. The fact is, even the unwarranted price hike of \$8.50 on steel does not account for the size of the boosts recently or about to be made. In the

case of cars, for example, the average car takes two tons of steel (some popular-price makes require less). An increase of \$17 in the cost of two tons of steel is noticeably less than the contemplated boost of \$40-\$100 on cars. Similarly, the increase in the cost of steel for a washing machine comes to only \$1.20, yet tags on some washers have just been marked up as much as \$24.

Two policies will be particularly useful at this time to help your family defend its living standards against the 1956 boost in prices:

1—Time your buying to take advantage of out-price opportunities. You can save an estimated 20 per cent on regular prices of many necessities by timing buying for seasonal sale buying opportunities and foods most abundant each month.

2—Get on a cash basis. The higher interest rates now in effect make it more important than ever to avoid buying on installment plans, and to use your own savings or no-interest charge accounts, when feasible, or to borrow from low-cost credit unions and commercial banks for necessary purchases.

Among important October sales are specials on women's and children's coats starting with the Columbus Day sales. Car dealers are also under pressure this month to clear remaining 1956 models. Note that men's shirts will cost more next spring than they do now. The largest mattress manufacturer has raised prices of three lines of mattresses by a whopping \$10, and more increases are threatened. Here are tips to help you get the most for your money in the leading sales this month:

WOMEN'S COATS: Deep-pile Orlon and Orlon-dynel coats, which resemble fur, at least from a little distance, have become one of the most popular types. Their advantages are better drape and less bulkiness than mouton, which is in much the same cost bracket. However, the Orlon-dynel coats are neither as warm or durable as mouton; if those are your major considerations. Prices of Orlon pile coats range from \$60 to \$90, depending on quality but also on where and when you buy.

Another style trend this fall that is more in the consumer interest than some fashion ideas, is mouton shorties, which are increasingly popular. A mouton jacket paired with a warm tweed or covert skirt makes an attractive, versatile outfit at reasonable cost. But think twice about the fur-trimmed suits now being featured which may well look dated next year, and which are limited in usefulness.

In looking for a warm coat, note that not only the material but the design determines warmth. Fitted or straight box coats are warmer than full, flared styles. Openings that button well down the front are warmer than one-button or clutch styles. Other details that promote warmth, according to Government clothing specialists, are rolling collars that can be fastened high and close under the chin, and sleeves shaped in to the wrists or that have inside knitted cuffs.

APPLIANCES: Anyone with cash to lay out for an air conditioner for next summer can find buys. Dealers got stuck with large inventories as the result of the cool summer in many areas.

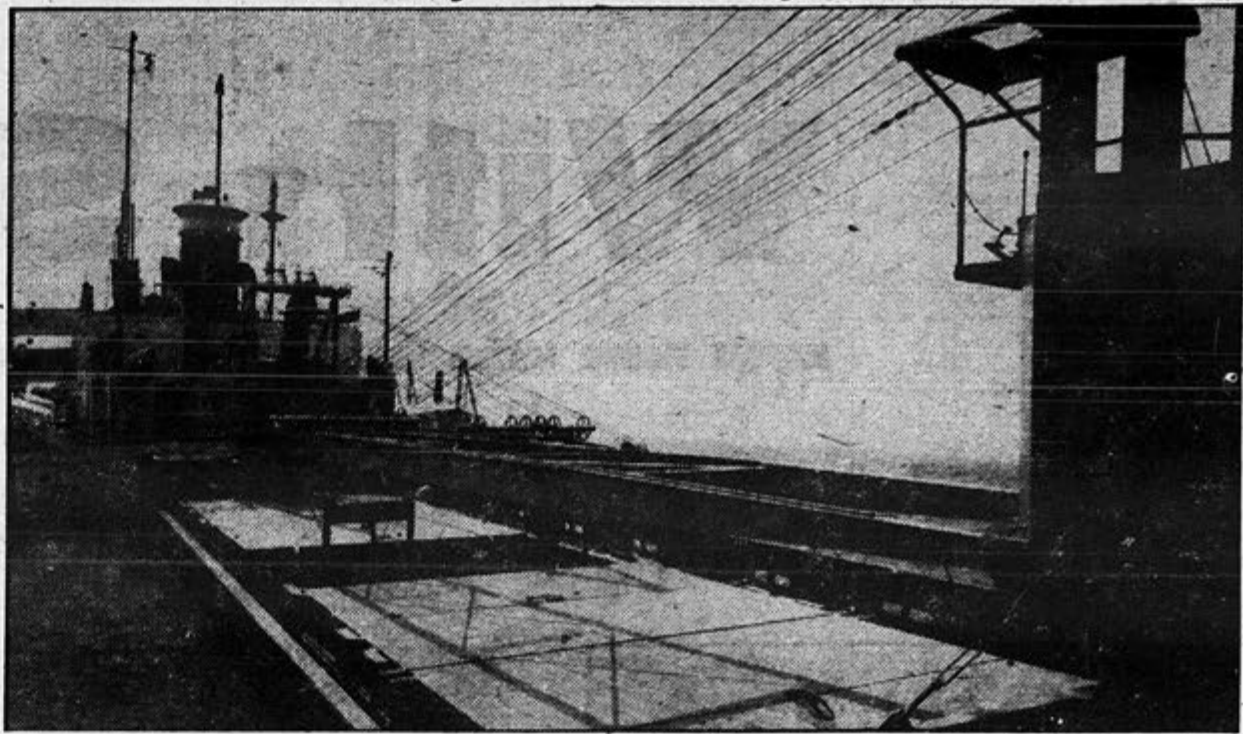
In TV sets, look for buys in discontinued 1956 models, still in heavy supply.

FOOD: More grass-fed beef is coming on the market. Thus, the better buys this month are hamburger, stew-beef and cuts such as chuck suitable for pot-roasting. The lower-cost grass-fed beef lacks the fat marbling of the more tender cuts and needs longer, moist cooking. But it is actually more nutritious than the costlier grain-fed beef because it has more lean and more of some vitamins. Pork gets a little cheaper in late fall, but is not as cheap as a year ago. Eggs and poultry have been comparatively reasonable this fall. Best value in eggs at this season is the medium sizes.

At this writing coffee has been boosted four cents more. In the past nine months the price has risen 17 cents a pound despite ample supplies. The coffee trade reports more families now are switching to instant or soluble coffee, which costs less per cup than regular types.



Converted Liberty Gets Radically New Cargo Gear



This shot of the MV Thomas Nelson shows the radically new cargo gear with which the ship has been equipped. The forward, level luffing, full revolving cargo crane type gear has a five-ton capacity. The ship, second in the MA's Liberty ship conversion program, recently completed her official trials, doing 17½ knots to exceed pre-trial estimates.

Co's Request 88-Ship Breakout

WASHINGTON—Hearings on applications by 18 steamship companies for reserve fleet Libertys and Victories have been opened by the Federal Maritime Board. Requests have been put in for 88 ships so far, but it is not expected that the breakout will come anywhere near this total.

The FMB reopened its breakout plans when Government agencies handling foreign aid and farm surplus cargo found that they could not get enough US shipping to handle 50 percent of the cargo. As a result, at least 14 waivers of the "50-50" act were granted in recent weeks, permitting foreign vessels to carry cargo ordinarily reserved for American shipping.

Break Out 18 Tankers

In addition to the dry cargo breakouts, the Maritime Administration is pulling 18 tankers out of its reserve fleet. At least nine of the 18 are already on their way to shipyards for surveys to determine how much work is needed to put them back in shape.

Ship breakouts were proposed originally earlier this summer but the idea was dropped after bitter opposition from tramp operators and some private berth companies. The tramps said that the breakouts would push down their rates and

earning powers and claimed at the time that they could supply all the needed tonnage.

Apparently though, the situation got worse in the late summer and fall because now a number of tramp companies are bidding for tonnage. Among SIU operators involved are Grainfleet Steamship Company, Pegor Steamship Corp. and Veritas Steamship Company.

Several West Coast companies have also put in bids including Pacific Far East Lines, American

President Lines and Pope and Talbot. They are acting on the expectation that very heavy movements of agricultural cargo to India will be going via the West Coast.

Aside from the Indian shipments, the Suez problem and the coal trade are expected to put the squeeze on available shipping in the coming few months. Victories already broken out for "Operation Blue Jay" last spring are staying in service instead of being returned to the reserve.

SIU Seeks La. Ruling On Unemployment Pay

Following up three previous victories on the unemployment insurance issue, the SIU has asked the Louisiana unemployment insurance board to rule that the 60-day regulation is no bar to unemployment benefits.

The Louisiana appeal was filed after the Alabama Department of Industrial Relations ruled unanimously in favor of the Union. Previous favorable rulings had been obtained in Delaware and New York.

The core of the issue is the refusal of some states to pay unemployment insurance benefits to class B and C seamen who leave the ships after 60 days.

The Union has argued successfully in three states that the 60-day rule is part of a contractual agreement between the SIU and the companies. Consequently, a man leaving his ship under a contract clause cannot be deemed as quitting his job. Accordingly, he is entitled to collect unemployment benefits in those states.

Since the Louisiana and Alabama unemployment insurance systems are very similar, the Union is hopeful it can obtain a similar ruling in that state. A favorable ruling would affect all Seafarers employed on ships of the Mississippi Shipping Company, whose home offices are in New Orleans.

Success in the Louisiana case would mean that virtually every steamship company under contract to the SIU would be operating out of a state which recognizes the 60-day rule as valid.

AMONG OUR AFFILIATES

An unusual blood bank arrangement which rewards contributors has been established by the Marine Cooks and Stewards Union. All branches have approved a proposal to give a ten-day bonus on the shipping card whenever a member donates a pint of blood to the union blood bank.

Dead aim on the Ohio Unemployment Compensation law is being taken by the SIU Great Lakes District as discriminatory against

Make Checks To 'SIU-A&G'

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

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

Lakes seamen. The Ohio law does not permit seamen to collect compensation during a certain period even though they have sufficient weeks of work credits. A similar law in Michigan was altered after a five-year fight.

A \$100 a month increase features a contract signed by the SIU Canadian District with Quebec Paper Sales Ltd. The contract ended a 16 day strike which tied up six ships. Two other newly organized companies signed the same agreements. The increases are retroactive to the start of the navigation season, May 1.

An approximate seven percent increase in wages and overtime has been won by the SIU Pacific District in negotiations with the Pacific Maritime Association. The agreement is extended to September 30, 1958 with a wage review on September 30, 1957.

Philadelphia tugboat engineers have won a 35-cent hourly increase in a three-year package. The contract also calls for reopener clauses at stated intervals.

With S I U Fam



Mrs. Benjamin F. Cooley and son, William, pose at the Alabama State Dock site near home in Citronelle, Ala. Young Bill was three Oct. 5.



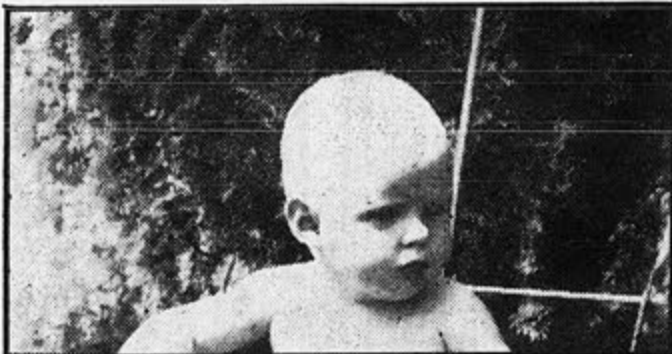
Happy family group of Seafarer Frank Esposito, BR, is together again in New York after trip from Italy. Esposito says his SIU earnings made it possible for him to send for family and bring them over to US.



JoAnn Galardi, 2, plays "big sister" to brother Donnie, 7 months, at home in Hammonton, NJ. Dad Joe Galardi is on the Irenestar.



Maria, 5 months, lets mother, Mrs. Arne V. Olson, and Arne, Jr., know she's there. The breadwinner for this New Orleans family is on the Del Sud.



Perky Donna Ann Laubersheimer, 10 months, belies her age by sharp attention to something the camera missed. Dad is Donald Laubersheimer of New Orleans.



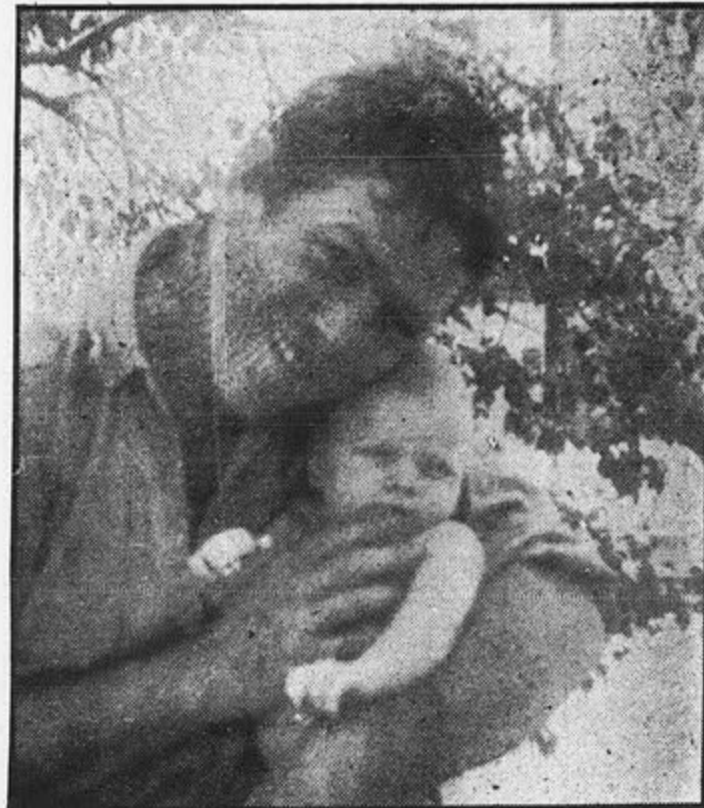
There's no doubt these youngsters are glad their dad, Eusebio M. Velazquez of New Orleans, is a Seafarer. They're Pedro, 7; Alice, 5, and Gersom, 4 1/2.



The attention of Bobby, 6 months, may wander, but dad, Robert Hommel of Mobile, keeps him in tow. Robert, Sr. is now on the Alcoa Pioneer.



This bright-eyed youngster, George, Jr., 13 1/2, is the son of George A. Hill of Jackson, Ala. Dad is on the Government Camp right now.



A Memorial Day, 1956, addition to the household, Dixie Jean, shown with father Jimmie Tanner, is now 4 1/2 months old. Orange, Texas, is their home town.



A blonde beauty from the City of the Golden Gate, Cheryl Lynn Terry is now 17 months old. She's the daughter of Seafarer James L. Terry.

Families . . .



Wary of that camera, Jose E. Wiscovitch, 3, is named after dad.



Here's Micheal V. Meyers of Seattle, son of Louis E. Meyers.



Bayou la Batre, Ala., is home base for bright-eyed Wanda Mallette, 3. Dad Nick is on the Pennant.



This pert SIU miss is Iris Mae Goodrum, daughter of Dewitt D. Goodrum of Bayou la Batre, Ala.



Dad Robert "Scotty" Berryman is on the Michael, so brother Rodney takes care of Teresa, 7 months.



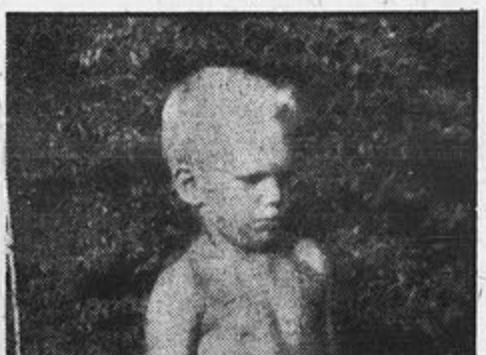
Princeton, NJ, is home of Mr. and Mrs. Marcus Whisenant, with Deborah, 1 1/2, and Teresa, 4 months.



Robert Molis, 2, is son of Seafarer Antonio Molis of Galveston.



Here's Carey Granger, Jr.; Daryl, 14 months; Barbara (l) and Elaine.



Posed like a swim champ, Lawrence W. Hill, 4, is from Norfolk. Dad T. F. Hill is at sea.



Jolly's the word for Demaris Lynn Drew, 7 months, of Mullins, SC. Her father is Frank W. Drew.



Pretty as a picture, Frances Hoffman is 4 1/2 years old and makes her home in New Orleans. The daughter of Seafarer George C. Hoffman, she was one of the first children of an SIU family to qualify for SIU maternity benefits upon her birth.



Coming up in the world, Elizabeth Vega, at 8 months, is plenty interested in what goes on around her. She's the daughter of Seafarer and Mrs. Raymon C. Vega of Brooklyn and is already quite a charmer in the younger set.

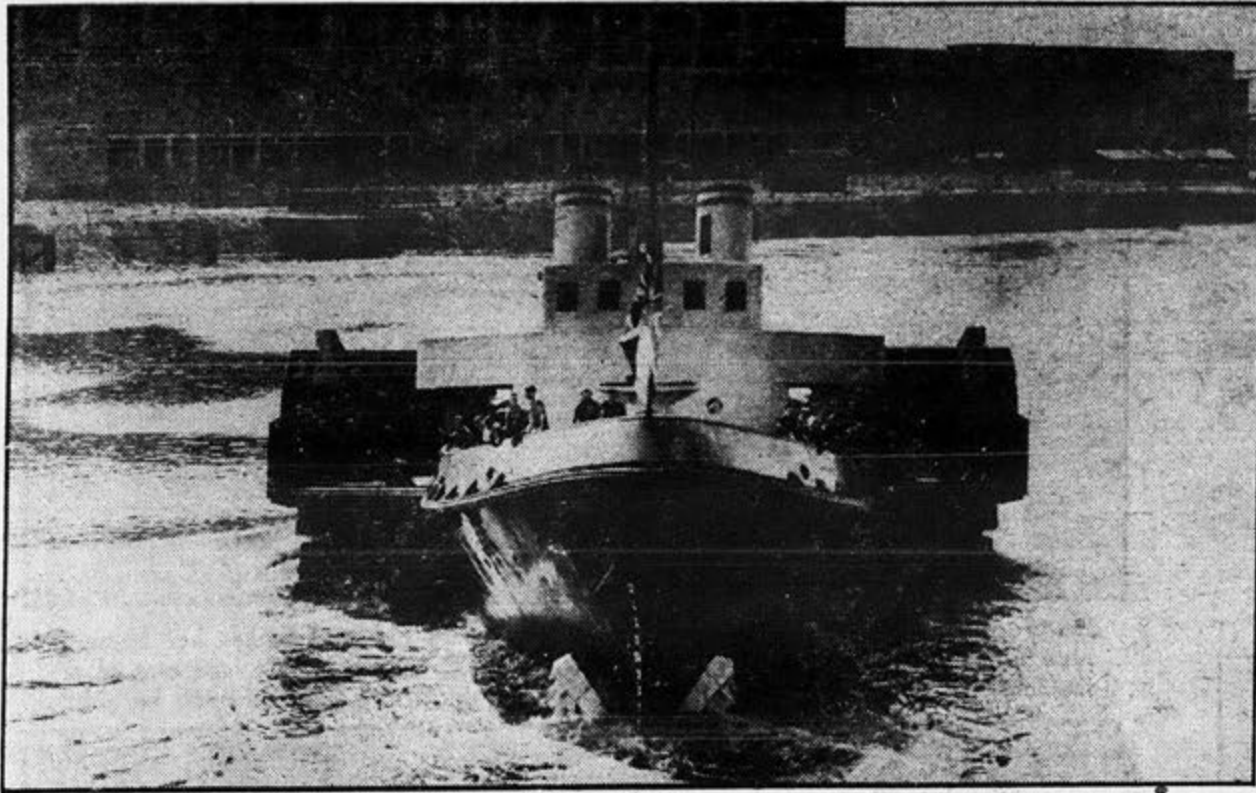


This is Clara Hill, who'll be 4 on December 27. She arrived too late for Christmas but just in time to beat the tax collector. Her father, George A. Hill, and family make their home in Jackson, Ala. Brother George, Jr. is at bottom, far left.



An outdoor girl, smiling Alicia Antoinette Bucano will be 4 when February comes again to Independence Street in New Orleans. Her father and the family breadwinner is Seafarer Ernie Bucano, who hopes he'll be in town then, too.

Paddle Wheeler Still Serves British Navy



Atomic power may be here, but the old Mississippi River-type paddle wheeler still has its place in today's harbors. This is H. M. Tug Director, first of seven new paddle tugs just ordered by Britain's Royal Navy, which has been found suitable for the confines of dockyard basins.

Isthmian Will Ask For US Subsidy

WASHINGTON—One of the last remaining large unsubsidized operators, the SIU-contracted Isthmian Steamship Company, is going to apply for Government aid. A company spokesman appearing at a Federal Maritime Board hearing revealed that Isthmian would ask for subsidies on its westbound 'round-the-world run and possibly other routes.

Isthmian's subsidy application, when filed, would leave the Waterman Steamship Company virtually alone without operating differential subsidy in the offshore trade. The Isthmian spokesman indicated that the subsidy would apply to a new route under which Isthmian westbound ships would turn back after stops at Indonesia and Malaya and return across the Pacific to the US East Coast.

Revisions Of Runs

The subsidy application appears to be one part of a general revision of Isthmian ship routings. At least two Isthmian ships are being loaded on the West Coast for voyages to European ports, one to Bremerhaven, Antwerp and other North Europe ports and the other to Barcelona. It marks the first

Isthmian peacetime run to Europe since depression days.

Other company vessels have

been sailing to Japan and Korea recently, also off the beaten track for its operations.

Ship Fire Kills One; 11 Seafarers Hurt

(Continued from page 2)
bad. I used the hand control but the pressure of the oil is controlled by a steam pump, and I looked up and the pressure had jumped to 600 pounds. Before I could get to this pressure pump to slow it down, a line of fuel oil leading into the fire box let go. I was blasted in the face by the hot oil and was blinded and couldn't find my way to the valve in the lines to turn the oil off. By the time I had cleaned the oil out of my eyes with my shirt, and a rag, the oil had

caught fire and it looked like the entire engine room was ablaze. I decided I better get out."

Flames quickly swept through the engine room and licked upwards, deck by deck, up to the top deck. Firemen and fireboats went to work at it and quickly had it under control.

Further anguish was spared when the flames threatened some 5,000 barrels of crude oil in the hold but they apparently were not damaged. None of the holds caught fire.

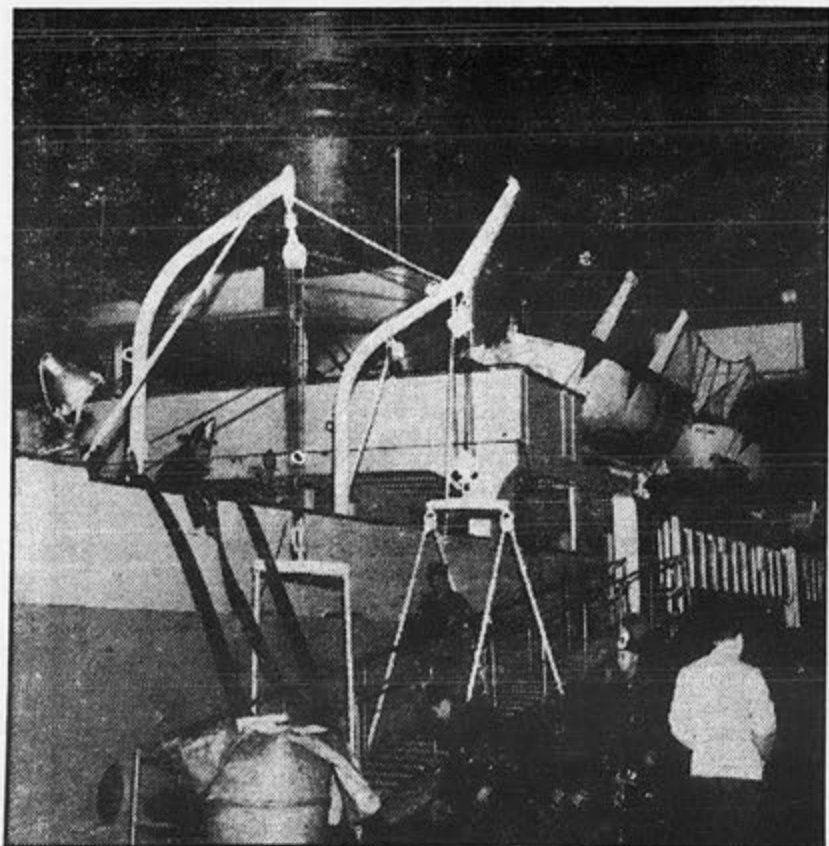
Other Seafarers awakened by the blast and smoke escaped serious injury by inching their way around the flames until they could get top-side. Wiper George Bishop, and two others were trapped in a smoke-filled compartment about 50 yards from the engine room and had to lie on the deck to breath. They finally got out when somebody in the passageway apparently heard the racket they were making on the door and opened it from the outside.

The body of the engineer who was killed was found lodged between two boilers about two hours after the blast. It is believed he was blown off a catwalk where he was working at the time.

Ride Union Cabs In Savannah

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

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



Firemen and hose lines are still at work on Alcoa Corsair hours after the blast. The ship will be out of action for several months. (New Orleans Times-Picayune photo).

DEL CAMPO (Miss.), Aug. 19—Chairman, P. Gautreau; Secretary, G. Duncan. One man hospitalized in Montevideo. Headquarters notified. Report on poor cooking during trip. Patrolman to be informed. Baker not involved. Messhall in dirty condition, laundry not kept clean. Food stores to be put aboard in sufficient time, not last minute before sailing. Repair list turned in. Foc'sles to be cleaned. Ship's fund \$20. Good cooperation from deck department. Few hours disputed overtime. Reports accepted. Contact Union hall about not signing on until after coast trip. Request to leave keys aboard and strip bunks when piling off.

ORION PLANET (Colonial), Aug. 1—Chairman, J. Davis; Secretary, B. Padgett. Letters to be written to J. Algina and American Consulate in Japan thanking them for prompt ac-

tion concerning ship's mail. Deck sanitary man asked for more time to perform duties due to size of ship. Steward reports ship is well stored and asks crew to eat more fresh fruit before it spoils. Arrival pool to be made up; part to go to ship's fund. Arrangements made to insure cleanliness of laundry and recreation room. Steward asks cooperation in taking care of coffee and juices. Unclaimed mail from previous trips dates to March 10th turned over to chief mate to be returned to person or sender. No headquarters' reports received. New keys given out. Agent obtained SIU shore gang to load stores as requested. Agent cooperative at all times. Letter from J. Algina regarding mail situation to be read at meeting. Captain stated that draw would be in yen or travelers checks on arrival. Some inside painting will be done. Inspection to be held every Wednesday morning. Linen to be changed following Tuesday instead of Friday.

ROYAL OAK (Chies Service), Aug. 11—Chairman, W. Wandell; Secretary, D. Beard. Delegate called headquarters from Albany to obtain milk. Milk shortage, especially from San Juan. Steward refuses to check overtime sheets or issue overtime record before payoff. Unable to get radio serviced in Albany. Cigarettes and a radio to be ordered from seachest in Baltimore. Ten cents profit on each cigarette carton to go into ship's fund. Ship's fund \$44.42 One man hired from dock by paymaster. Report accepted. One dollar to be collected from each member to purchase new radio in Baltimore. Washing machine to be turned off after using. Fumantail to be washed down daily. Crew to cooperate in keeping it clean.

AUG. 26—Chairman, C. Kelleher; Secretary, D. Beard. Ship's fund \$65.02. Steward refuses to check overtime sheets necessitating wait until payoff for overtime record. Report accepted. New delegate elected. General discussion on purchase of new radio for messhall. Ship's fund used to purchase cigarettes for crew in Baltimore when captain refused to put out draw.

STEEL EXECUTIVE (Isthmian), Aug. 28—Chairman, W. Jackson; Secretary, none. Reports accepted. Charges to be pressed against brother for pulling knife. Suggest man be expelled from SIU. This brother has been constant trouble-maker throughout trip.

LINFIELD VICTORY (Waterman), Aug. 10—Chairman, J. Keel; Secretary, P. Muiholland. Reports accepted. Leave seat open for 4 to 8 watch. Decks, foc'sles and passageways need painting.

ALCOA POINTER (Alcoa), Aug. 5—Chairman, S. Schuyler; Secretary, L. Bruce. Reports accepted. Rooms need sougeeing and decks painted. Glasses and cups to be removed from foc'sles. Members informed that their slop chest expenditures would be taken out of their draw. Washing machine to be cleaned after using. Vote of thanks to steward dept. Need more space for linen locker and soiled linen. Galley scupper plugged up and needs repairing.

PORTMAR (Calmar), July 15—Chairman, C. Kane; Secretary, L. Ames. New delegate elected.

AUG. 20—Chairman, L. Ames; Secretary, F. Votto. Ship's fund \$25. New steam iron to be purchased and fishing gear. Crew to contribute to fund as they wish. Beef with mate settled to crew's satisfaction. Repair lists to be made up and given to delegate.

MORNING LIGHT (Waterman), Aug. 19—Chairman, B. Collins; Secretary, W. Morse. Situation straightened out concerning wipers pulling ice on-week ends. Toilets to be flushed.

CHOCTAW (Waterman), July 5—Chairman, R. Kwiatkowski; Secretary, B. Agox. All repairs made. Ship's fund, \$140. Few hours disputed overtime. Bleach to be distributed among crew. Washing machine to be used at minimum time.

ALCOA CAVALIER (Alcoa), Aug. 27—Chairman, F. Crumpler; Secretary, T. Rodgers. Air conditioning not working properly. List of supplies needed in galley to be submitted. Some minor beefs. Report accepted. Can opener to be repaired. To see patrolman about same.

FELTORE (Ore), Aug. 25—Chairman, T. Hansen; Secretary, W. Strickland. One man put ashore in St. Thomas. Baltimore hall notified. Letter written to headquarters about brother hospitalized in St. Thomas. Ship's treasurer went ashore with fund, \$270.00. New treasurer elected. No fund now. Two men missed ship in Baltimore. Stage used for painting. Hatch covers not safe to work on.

ALCOA RUNNER (Alcoa), Aug. 19—Chairman, Lasso; Secretary, T. Wasiluk. One man paid off in San Juan and one in Aguirre, PR. Replacement taken on in San Juan. Ship's fund \$13. Reports accepted. Pantries, messhall and main deck passageway to be painted. Need port screens. To see patrolman about mosquito nets, quinine pills and lotion. Ship to be exterminated for roaches. Suggestion to have larger pontoon made, present one inadequate; garbage to be removed from ship while in port for several days at a time.

STEEL FLYER (Isthmian), Aug. 18—Chairman, J. Nicholson; Secretary, E. Saul. Ship's fund \$317. Purchased cigars and cigarettes. Mate will not tolerate men drunk on deck. Report accepted. New delegate elected. Ship to be fumigated for roaches and weevils. Some discussion on show.

COUNCIL GROVE (Chies Service), Aug. 26—Chairman, T. Hinson; Secretary, M. Duco. Chief pumpman missed ship. Report accepted. New delegate elected. To see patrolman about getting better grade of flour.

AZALEA CITY (Waterman), Aug. 13—Chairman, M. McLevenan; Secretary, E. Cawdill. Repairs not completed. Discussion on condition of crew's quarters. One man missed ship in New Orleans. New delegate elected. Night lodging discussed. Reported good. Collection to be made for ship's fund. Messhall radio to be fixed. New treasurer elected. Flash lights to be left in messhall. Dirty linen not to be thrown down stairway. Clean up after eating night lunch. Cooperation urged on changing linen.

Digest Of SIU Ship Meetings

STEEL RECORDER (Isthmian), Aug. 25—Chairman, W. Parkery; Secretary, E. Smith. One man missed ship in Singapore—had three-day not-for-duty slip. Returned to Singapore three weeks later; contacted American consul, company agent and police—whereabouts unknown. Fireman missed three watches and was logged. One man missed ship in Bangkok, rejoined in Kuchon, and logged. Engine cut off exhaust blowers, room heat 115°. Fuses removed from blower. Rusty water throughout trip.

SAND CAPTAIN (Const. Aggregates), Aug. 27—Chairman, Sweeney; Secretary, B. Walts. Ship's fund \$90. Short handed. Need new awning and gate opening on railing. New delegate elected. Crew aided member whose mother passed away.

DEL SANTOS (Delta Line), Aug. 25—Chairman, J. Bates; Secretary, B. Neely. One man missed ship in New Orleans. Ship's fund \$15.36. Reports accepted. New reporter, treasurer and delegate elected. Discussion regarding shortage of food while going around the coast. Check to be made upon arrival in NO.

TOPA TOPA (Waterman), Aug. 5—Chairman, T. Hill; Secretary, F. Kustura. Delegate hospitalized in Honolulu. Three department delegates acted as unit in conducting ship's business. Some disputed overtime on day men's work. Headquarters notified that one man missed ship in Wilmington and man taken off in Honolulu. Need new washing machine. All new mattresses to be stenciled with delivery date. Vote of thanks to steward department and to captain. Men to be properly attired at all times while in messroom, and to use garbage can in pantry instead of deck.

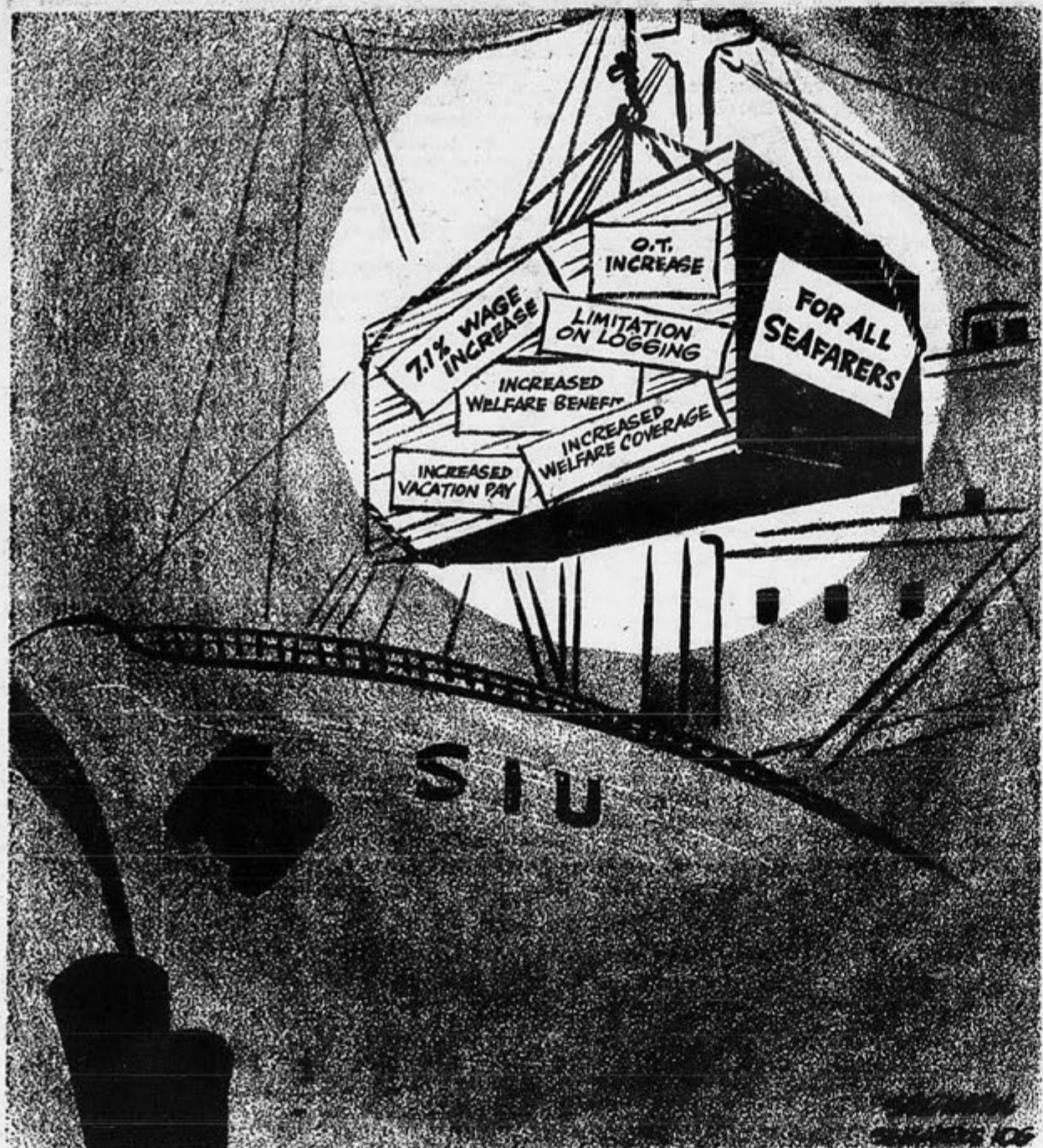
MAE (Bull), Aug. 9—Chairman, F. Hipp; Secretary, W. Morris. Six new deck chairs purchased. Ship's fund \$25.95. Chief cook and messman missed ship. New delegates elected. Secretary reported elected. Motion made to have SIU ships air-conditioned. Discussion on messman missing ship in Galveston—good worker. Decks and bathrooms to be painted. Need new seats.

CALMAR (Calmar), Sept. 1—Chairman, E. Lane; Secretary, R. Peebles. Food not up to par. Discussion on poor preparation of food. Beans and potatoes to be prepared better.

GRAIN SHIPPER (Grain Shipping), Aug. 19—Chairman, N. Sargent; Secretary, J. Aravicus. Report accepted. New delegate elected. Repair list to be made up. Some painting to be done. Vote of thanks to headquarters for wonderful job they are doing.

SEATRAN GEORGIA (Seatrains), Aug. 26—Chairman, A. Wilburn; Secretary, Sir Charles. Food has improved. Beef to be discussed with each department delegate. One man missed ship. Messhall, crew's quarters and rest rooms painted. Dunga-rees left in sidley. Check overtime to correspond with pay voucher and Social Security number at payoff for unemployment insurance benefits. Ship's fund \$14.47. Brother's clothes

'Valuable Cargo'



Logs Abandoned, Doria Skipper Says

It was the Italian Line's turn to squirm at the pre-trial hearings into the sinking of the Andrea Doria last July. Under sharp questioning from the attorney for the Swedish-American Line the captain of the Doria, Piero Calamai, was unable to explain why the ship's navigation, engine room and wireless logs were all missing.

Although the Doria did not go down until ten hours after the collision, the only log book saved, according to the skipper, was his own personal log which had nothing in it about navigation matters. Previous newspaper reports had declared that the logs were saved and turned into the Italian consulate in New York. The skipper has denied that any such action was taken, and the Italian consul has seconded the denial.

According to Captain Calamai, he had ordered the officers to save the ship's papers, but for some unexplained reason, nobody had followed his orders, a fact he discovered after getting into a lifeboat. Further, although the ship did not sink until 4½ hours after he left, no one was instructed to go back on board to save the log books.

The rest of the captain's testimony contained no surprises. He reiterated the previously-expressed position to the effect that the Stockholm was to the starboard of the Doria and that as the Doria veered to port for more passing room the Stockholm turned sharply into her. He also charged that the Stockholm sounded no signals although it was a foggy night.

Both ships were admittedly proceeding at their top cruising speeds despite the weather conditions.

The Stockholm's 3rd mate in previous testimony admitted doing 18 knots and running some three miles off the ship's course and

about 20 miles off the track recommended by the US Geodetic Survey. He also conceded that he had not signalled and had not informed his skipper at any time of the close approach of another ship.

Some authorities feel that both ships are at fault for not having given each other wide berth when they sighted each other on radar long before they were in collision range.

American passenger liners are required to follow specific east-bound and westbound tracks that are 20 miles apart, but foreign shipowners are not compelled by international law to follow these tracks. The Doria was on the recommended track but the Stockholm was driving on "the wrong side of the road"—a practice which is perfectly legal under present laws.

Final Dispatch

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

Lawrence Aquilina, 30: A resident of Texas, Brother Aquilina died of second and third degree burns when the SS Salem Maritime exploded on January 17, 1956. Burial took place in the Catholic Cemetery in Port Arthur, Texas. Brother Aquilina

joined the Union in the Port of Galveston on April 14, 1952 and had been sailing in the steward department. Brother Aquilina is survived by his mother, Rose Aquilina of Port Arthur, Texas.

James J. Lawlor, 52: On August 30, 1956 Brother Lawlor died of natural causes. Burial took place in Madonna Cemetery in Fort Lee, New Jersey. Brother Lawlor had been sailing with the Union since 1945 as a member of the steward department. He joined in the Port of Boston. Brother Lawlor is survived by his sister, Mrs. Margaret Smith of Cliffside, New Jersey.

Henry A. Jeffrey, 45: Brother Jeffrey died of a chronic ailment on September 1, 1956. Place of burial is not known. He had been sailing in the engine department. Brother Jeffrey joined the Union in the beginning of 1944 in Savannah. He is survived by his sister, C. J. Jones of Savannah, Georgia.

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.

C-3s Going Into Yards For Straps

Acting under the recommendations of the American Bureau of Shipping, SIU-contracted operators have already begun strapping C-3 ships. Work has already been completed on the Robin Trent, one of six Robin Line C-3s, and similar work is now being done on the Steel Recorder, one of Isthmian's 24-ship fleet of C-3 vessels. The Steel Recorder is currently in the Newport News yard at Newport News, Virginia. Other vessels will be taken into the yards as they come in.

The ABS recommended reinforcing of welded C-3s both around the hatches and on the outsides of the hulls. The squared-hatch corners on these ships are considered a basic weakness, so the bureau has asked that the corners be rounded off or that reinforcing bars be installed across the corners.

80 In Service

All told, there are about 80 welded C-3 ships in service under the American flag. Aside from the Isthmian and Robin Line ships, the three Mississippi passenger vessels are the remaining C-3s under SIU contract. Other C-3 ships include American Mail Line and Matson ships on the West Coast.

Just last March the Washington Mail broke in two and sank in the North Pacific. However, the ABS said it had the C-3 problem under study long before the Washington Mail sinking. Following a spurt of tanker break-ups a few years ago, the ABS ordered similar strapping for T-2 tankers.

The recently concluded port agents conference was undoubtedly one of the most productive held since the Union was founded. Seafarers can see the results by reading the stories on pages two and three and the text of the conference report beginning on page four.

The gains developing out of this conference, in the opinion of headquarters, represent as solid a line-up of improvements as anyone could hope for at this time. They reflect the Union's determination not to rest on past laurels but to persist in finding new ways to better Seafarers' lives and livelihood.

Certainly, as desirable as they are, they do not foreclose further improvements in the future in both pork chops and welfare benefits.

What has made all this possible is the simple fact that the SIU membership is strong, united and alert to its needs.

It is this alone which has brought the SIU from the status of a struggling young organization without resources, to its present position of leadership in the industry.

New Rule Needed

With each day's testimony on the Andrea Doria sinking, the case for tighter international regulation of shipping practices becomes more and more convincing. Granted that there was plenty of human error involved in the collision, the fact still remains that it could never have happened if ships were compelled to stick to an assigned course.

Railroad trains can't run on any side of the track they please. Automobiles have to stick to an assigned side of the road. There's no reason why passenger ships on a regular run should be free to wander all over the face of the ocean, endangering the lives of seamen and passengers alike.

Another Runaway Curbed

Once again, as in 1950, the American operators of a foreign-flag vessel have had their sails considerably trimmed by our West Coast affiliate, the Sailors Union of the Pacific. This second attempt by a US company to escape US wages and conditions in a strictly coastwise operation was met with 11 days of a solid picketing demonstration which produced an SUP contract on the Liberian-flag tanker Duncan Bay.

It was in 1950 that the SUP first dramatized the fight of American seamen against "runaway" operators by signing a Panamanian-flag gypsum carrier to an American union agreement. The latest victory may not stem similar efforts in the future by some US shipowners, but it certainly puts them on notice that US maritime unions will not stand by idly while they try it.

SIU Port Agents Conference

(Continued from page 4)

31, 1956 which reflects assets in excess of	\$6,300,000.00.
Cash on Hand and in Bank	\$2,010,041.11
US Government Bonds	1,300,753.13
Investment in Corporate Bonds	1,000,000.00
Investment in Corporate Common Stocks	24,768.75
Loans, Receivable—Loan Program	35,106.48
Investments in Wholly Owned Welfare Corporations	1,516,050.44
Fixed and Other Assets	485,867.24
TOTAL	\$6,372,587.15

Vacation Plan

Since successfully instituting the first fair and equitable vacation system in the maritime industry, the Atlantic and Gulf District of the Seafarers International Union has achieved notable increases in payments under the plan as evidenced below:

From the starting amount of \$140 payments increased to \$148 in July, 1953, \$176 December 1, 1954, \$244 July 1, 1956 and advanced to \$260 October 15, 1956.

From the inception of the vacation plan, payments totaling \$6,382,743.73 have been made to eligible Seafarers. It is to be noted that this plan is completely funded which means that there is always enough cash on hand to pay for the vacations earned. The present cash on hand is \$855,517.32.

Vacation money is paid to the membership of the Union on the basis of quarterly payments. In order to collect, a man must produce an employment record of three months or more. This record is presented to the nearest SIU hall and the man receives his vacation payment in full there.

As a result of this type of vacation system, 98 percent of all Seafarers are entitled to, and do collect, all vacation money earned. This is a remarkable achievement when it is recalled that under the old, outmoded vacation system only 4 percent of the membership collected vacation payments of any type. The result has been greatly increased earning power for Seafarers.

The Union will continue in its negotiation periods to further improve the Vacation Plan for the greater benefit of the membership.

RECOMMENDATIONS: The committee finds the Union's activities in connection with the Welfare Plan have been so greatly broadened and extended that a need has arisen for coordination of welfare activities throughout the Union. The committee recommends that the secretary-treasurer be authorized to designate someone from among the official personnel of the Union to perform the job of coordinator of welfare services as a means of assuring that the membership receives the greatest possible benefit available to it.

II. Contract Negotiations and Clarifications Committee

Steve Cardullo, Ben Rees, Marty Breithoff

During the progress of the Agents' Conference, the Union completed negotiations of its standard contracts. These contract proposals were submitted to the membership by the Secretary-Treasurer in a report at the regular membership meeting in the port of New York on October 3, 1956.

These proposals included the following benefits which were negotiated for the improvement and advancement of the economic and social conditions of the membership:

1. An increase in annual vacation payments from \$244 to \$260.
2. Increased Welfare Benefits as follows:
 - (a) Increase in death benefit from \$3,500 to \$4,000.
 - (b) Liberalization of hospitalization and surgical benefits by increasing the amount available for "hospital ex-



Rees



Cardullo



Breithoff

tras" from \$100 to \$200. Removal of the 31-day limitation on payment of hospital room and board to provide for indefinite payment of this benefit to dependents required to remain in the hospital for longer than the previous 31-day limit; elimination of the \$50 deductible provision for recurring admission to the hospital for treatment of a continuing illness; inclusion of dependent parents, including foster-parents and step-parents, among dependents eligible for benefits.

(c) Extension of all welfare benefits to men drawing the disability pension benefit.

3. A wage increase of 7.1 percent for all shipboard ratings.

4. Limitation of the amount that a master may log a crew member to the actual time lost in connection with the offense involved.

5. Requirement that bodies of men who die aboard ship or while outside the continental limits of the United States must be returned to a US. port at the expense of

the company, when requested to do so by the family of the deceased.

The increase in the Vacation Plan speaks for itself. With respect to the improved and liberalized welfare benefits, the committee finds that by negotiating these revisions, the Union has established the outstanding Welfare Plan in the industry. In addition, the Union pioneered the development of new benefits by the removal of the limitation on the number of days for which a patient may receive payments when hospitalized for extended periods and by including dependent parents in the hospitalization plan.

As a result of the wage increase, which applies to base pay and overtime earnings, and the continued effective enforcement of all contract provisions by the representatives of the Union, the membership of the SIU will continue to occupy the most favorable position in the industry with respect to take home earnings and working conditions.

By negotiating a limitation on the discretionary power of the master to log crew members for time in excess of that lost by such offenses as failure to turn to and missing ship, the SIU has established an economic and social precedent the importance of which exceeds the immediate benefits of this contract.

For several years, the question of logging has not been a major problem with the SIU, Atlantic and Gulf District. This can be attributed to the character of the SIU membership, the strength of the Union, and the determination of the membership to exercise self-discipline through the application of penalty provisions of the Union's Constitution.

Because this has not been a major problem of recent date it does not mean that it could not again be a serious problem. It is significant to note in passing that at this time the question of logging is a major problem with certain other unions in the maritime field. Establishment by the SIU of the far-reaching precedent that the question of logging is a proper subject for collective bargaining undoubtedly will greatly influence efforts to remedy this situation through Federal legislation.

RECOMMENDATIONS: Having carefully studied the benefits included in the contract proposals, the committee finds that they represent major gains for the greater welfare and benefit of the membership and recommends their approval.

(Ed. note: The following reports have been summarized in brief).

III. Finances and Corporations and Buildings

Paul Hall, Joseph Algina, E. B. McAuley

The committee reviewed the financial progress and stability of the Union and reported that the net worth of the Union amounts to \$3,057,193.48 as of September 28, 1956. It noted that over one-third of that net worth is in liquid



Hall



Algina



McAuley

assets—cash or Government bonds—assuring the Union of sufficient funds to meet all possible needs. Union buildings in seven ports are owned outright, also a healthy situation. The net worth has grown as follows:

Year	Net Worth
1942	\$ 76,754.46
1944	241,898.74
1947	618,450.02
1949	1,383,014.65
1951	1,429,671.95
1953	2,604,393.11
1955	2,854,898.11
To Sept. 28, 1956	3,057,193.48

The committee called attention to the fact that modern automatic bookkeeping machinery helps the Union to maintain strict financial controls.

The committee went on to examine the Union's corporate set-up. The corporations, it said, "have served . . . to safeguard the property and interests of the membership" and also have produced "tangible benefits." As an example, it cited the Sea Chest Corporation's activities.

IV. Legislation, Legal Affairs and The Constitution

Claude Simmons and Cal Tanner



Simmons

The committee reviewed the successful legislative activities of the Union including the fight to save the "50-50" law and for adequate US Public Health Service appropriations. It pointed to the outstanding success of the SIU, along with other unions, in winning repeal of Louisiana's "right to work" law.

Legal activities of the Union's general counsel were included in the committee's study. They involved the defense

of the hiring hall and progress toward obtaining state unemployment benefits for all Seafarers.

Committee members approved the revised balloting procedure in the Union's constitution.

They asked that the membership come forth with opinions on changing the time of membership meetings to an earlier hour, or on changing the meetings to a monthly basis. They made no recommendation on this score.



Tanner

V. Industrial Safety, Health and Shipboard Feeding

A. Michelet, Ed Mooney, William Hall

The committee pointed out that aside from an SIU study conducted in the past year, nobody has undertaken a serious survey of accident causes in the industry. It criticized the industry's complacent attitude on this score, and reviewed the activities of a joint Union-employer committee to make the first serious attempt to reduce shipboard accidents.

An SIU director of safety has already been chosen to



Michelet



Mooney



W. Hall

organize and direct the safety program. He is Captain Robert F. Cornwell. Dr. Joseph B. Logue is now at work on the health phase of the health and safety program.

The committee recommended full support for the safety and health program for its obvious benefits to the membership.

On the subject of shipboard feeding, the committee expressed pride over the SIU's leadership in this area. It reviewed the activities of the steward department committees which established new working rules for the steward department and the "new look" feeding system. The net result has been a "great improvement in the quality and attractiveness of meals served aboard ship."

VI. Organizing and Inter-Union Relations Committee

Lindsey J. Williams, Reed Humphries, Jeff Gillette

Despite the decline of the US merchant marine, the committee reported steady progress in Union organizing work, improving the SIU's position in the industry. In the first nine months of 1956 alone, 25 new ships were added to the contract roster. These ships represented about 750 new jobs.

In conjunction with the organizing program, the Union supported legislation to revive suspended ship services. Plans of the operators involved would provide as many as 1,000 jobs. The full cooperation of SIU of NA president Harry Lundeberg was received in these endeavors.



Williams



Humphries



Gillette

In the harbor and inland waterways area, a number of companies have been organized and a welfare plan established. Such benefits had been unknown before on the South Atlantic and Gulf coasts. About 1,000 workers are now enjoying the benefits of representation by the SIU-Harbor and Inland Waterways Division.

The committee concluded that the largest potential in the industry is in this harbor and inland area and recommended concentrated Union efforts in this field.

In dealing with the SIU's relationship to the International Brotherhood of Longshoremen, the port agents' conference acted as a committee of the whole. The conference reviewed the history of the expulsion of the ILA from the ranks of legitimate trade unions, and the request made by the American Federation of Labor for SIU assistance to the IBL in building a strong, democratic union for waterfront workers.

The conference pointed out that in accepting this assignment the SIU brought down on its head the wrath of the waterfront mobs which attempted to destroy the SIU through internal penetration. This attempt ended in abject failure.

Now, the conference said, the IBL is again coming up to a new waterfront election. "The SIU," it declared "must maintain its support of the IBL until decent trade unionism on the docks is established under the AFL-CIO banner."

VII. Publicity and Education

The conference reviewed the activities of the SEAFARERS LOG as the official publication of the Union and found that since it began publication in 1939, "it has consistently reflected the aggressive and progressive spirit of the SIU."

Work By B'klyn Laundry Rapped

To the Editor:
 It was brought to my attention as ship's reporter that many of our brothers aboard the Marie Hamil received a pretty raw deal from one of the local laundries while docked at the Brooklyn Army Base.
 The aforementioned establishment operates under the name "Atlantic Marine Laundry & Dry Cleaning," at 373-57 St., Brooklyn. These people took

equal a \$10 per month benefit increase for each year of seetime in excess of seven.
 Subdivide the \$10 into 90-day periods of \$2.50 each. Thus, a man with seven years and 90 days would receive \$102.50 and so on upward until the man with the full 12 years would receive the full \$150 per month.
 This plan would offer all men with seven or more years at least some protection.
 Personally, I do not believe that a benefit of \$250 a month could be reached and paid for as of now by the various steamship companies alone. No doubt a system of group insurance could be worked out whereby the individual could decide whether or not he cared to pay into the group insurance fund and secure this additional protection.

Living Costs Rising
 It also goes without contradiction that if living costs continue to rise we will need larger benefits to survive and live in any degree of comfort. I would also like to see an SIU credit union put into being along the lines of credit unions in some of the other industries.
 I, too, would like to read more and hear more discussion along these lines and when some solution is reached let the membership vote on the question.

Elmer A. Hancock
 ↓ ↓ ↓
She's Glad SIU Is On Her Side

To the Editor:
 I want to express my belated sincere gratitude to the SIU welfare department for helping me out while I recently was in the hospital. My husband, Robert Charles Colyer, was away at sea all three times in ten months that I was ill.
 I could not attend to the business end of forms and applications. So, if it were not for Tony Kastina and John Arabasz, the hospital and doctors would have had to wait until my husband returned.
 This letter is also a note of thanks to the two men mentioned above, for attending to these matters and coming through in my time of need.
 I'm proud that my husband sails with the SIU. Not only

our laundry and dry cleaning ashore, and when they returned it we noticed that the dry cleaning had spot marks from discoloration in several places.
 The laundry was even worse. White shirts were ruined. They were dirty and frayed and it seemed as if they had been placed in a very strong chemical solution which removed everything except the dirt.
 In one instance, the bosun gave them eight brand-new \$7 white on white shirts that were being done for the first time and they really were a sight to behold when they were returned. A weaker man would have broken down completely just from looking at them, so now the bosun is the best-dressed man on deck from the waist up. One of the ABs is wearing a new \$16 pair of spotted and discolored slacks for work also.
 We were all pretty well shaken up by this situation and want to pass the word along to the membership so that other brothers will not be victimized as we have been.
Don Keddy
 Ship's reporter
 ↓ ↓ ↓

Urges A Sliding Scale On Pension

To the Editor:
 I read with interest the letter by Brother J. Thompson in the August 31st issue of the LOG.
 Last year, while on the Ocean Deborah, I spoke briefly at a ship's meeting and also sent a letter to the LOG along the lines which Brother Thompson seems to favor.
 However, my idea of the disability plan is as follows:
 Originally the requirements for receiving disability benefits was seven years' seetime and the benefit was \$100 per month. As of now, the requirement is 12 years (4380 days) and the benefit is \$150 per month.
 The seetime having been upped five years and the benefit upped \$50 per month really breaks down to a \$10 per month increase for each year (365 days) above the original seven years. But the man who becomes a disabled and has seven or more years but less than 12 years' time does not seem able to qualify for benefits.
Sliding Scale
 Therefore, why not pay benefits on a sliding scale? Let the minimum seetime required remain seven years (2,555 days) and the maximum seetime remain 12 years. This would



Mr. and Mrs. Robert Colyer at home in Baltimore.

does it think of its Union members, but it also looks after the members' families as well.
 So thank you once again for paying most of the bills. It gave me a comfortable feeling to know the welfare department will help out whenever my children or I have to enter a hospital.
 I myself hope and pray that I never or anyone else has to enter one. But if and when we do, we have husbands who belong to a wonderful organization which will help us. I'm really proud my husband sails with the SIU.
Mrs. Robert Colyer

Ship's Pact Covers Salvaged Boat

"What does the contract say?" has long been the best way to solve most disputes aboard ship, so Seafarers on the Mae have put this experience to good use.
 They now have a signed contract between the captain, officers and themselves covering the use of their newly-found

Paris Still Rates Those Ooh-La-Las

"Vive a la France!" pretty well sums up the reaction on the Westport to a recent visit to that country, just like the tourists and GIs have been saying for generations.
 After washing off the dust accumulated from the coal cargo brought over from Norfolk, SIU crewmen gave both Le Havre and Rouen a good run for their money. "Both ports are good for the lovers," T. W. Fleming reported matter-of-factly. "They are also historical, with plenty of sights for those who like to go sightseeing. Rouen is the city where Joan of Arc was imprisoned and burned at the stake.

90-Minute Ride
 "For a few francs for a train ticket, you can get to Paris from Rouen in about 90 minutes. A few of the crew tried it and, if you ask them if they enjoyed themselves or how they liked Paris, the answer comes out like a broken record . . . Vive a la France! . . . Vive a la France! . . . etc." After all, is there anything like Paris in the spring, or fall, or winter, for that matter?

The pleasures ashore, according to all reports, were matched on the ship itself by good food and an "unusually good captain who would go the limit in looking out for his crew. All in all it has been a very good trip and we hope we have many more of the same."
 Fleming said the feeding on the Westport was especially tasty and said the crew deeply appreciated the hard work done by the steward department.

ship's boat. The craft was salvaged off the coast of Florida on a previous northbound voyage from Puerto Rico. It's a 12-footer with a 15 hp Evinrude outboard motor.

Special Fund
 Informally called the "Wee Mae," it was repaired and set to rights out of a special ship's fund. It's been suggested that "Stinky," the ship's dog, may yet do the formal christening honors, but how "Stinky" is going to swing a bottle of champagne or soda pop against the bow is something nobody's figured out yet, however. There are other ways in which he can accommodate, of course.

The agreement sets forth that the boat is to be used "for the en-

joyment of the captain, officers and crew of the SS Mae." All funds for its maintenance and upkeep are to be donated between them.

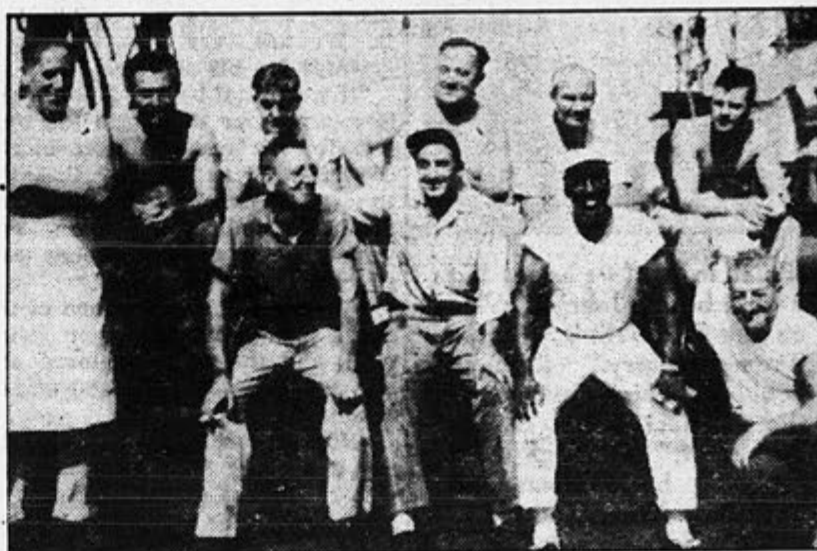
If the ship itself is sold, transferred or laid up permanently, then the boat is to be assessed for its present value and sold. The money received would be divided on a pro-rated basis among all hands.

It's signed by SIU delegates F. P. Hipp, W. C. Scott, William Morris, John H. Emerick, plus the captain, chief mate, chief engineer and first assistant.



"Stinky"

Things Are Right With Catherine



Even though the ship's been out a long time and "home" seems far off, spirits are high on the Catherine, says Harry H. Diddlebock, ship's reporter (bottom, far right). Pictured (top, l to r) are Resso, the BR, "Del," Mike the steward, fireman Joe, Frank, AB; bottom, Geler, OS; Decker, AB; Thomas cook and baker, and Diddlebock, OS.

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL BALTIMORE, MD.**
 Max Acosta, William L. Mason
 Kenneth Bevig, James T. Moore
 Frank J. Bradley, John A. Morris
 Francisco Bueno, Robert E. Maymer
 C. Garrabrant, James E. Rivers
 Gorman T. Glaze, Wm. E. Roberts
 Ruthwin Haylock, Linus E. Twite
 Edward Hulzenga, Wm. Weatherspoon
 Alfred Johnson, Ernest H. Webb
 Richard Kavanaugh, H. O. Wolverton
 Ramon Maldonado
- USPHS HOSPITAL BOSTON, MASS.**
 George T. Lampos
- USPHS HOSPITAL GALVESTON, TEXAS**
 Thomas Dailey, Concepcion Mejia
 Terral McRaney, James M. Snell
- USPHS HOSPITAL NEW ORLEANS, LA.**
 J. L. Buckelew, Frank Lonczynski
 Donald C. Burke, Joseph Lucas
 Hurmon B. Butts, Walter Makin
 Frank Calascione, Santos Martinez
 Sebastian Carregal, William Moise
 Howard B. Cates, Mather Mullis
 Cloise Coats, William Neis
 Albert T. Cooper, Angelo Palumbo
 Floyd Cummings, Randolph Ratcliff
 Aaron Dickey, F. Regalado
 William Driscoll, Juan Rodriguez
 Ben H. Faulk, Wade H. Sexton
 B. D. Foster, Toefl Smigielski
 William Franquiz, Ralph Taylor
 Earl G. Garberson, Lonnie R. Tickle
 Julio Gonzales, Luciano Toribio
 Clarence Graham, Louis Troclair
 Charles Jeffers, Dirk Visser
 Martin Kelly, James E. Ward
 Edward G. Knapp, James Williams
 Louise Lae, Lewis Williamson
 Thomas Landa, Joseph Wread
 Leo H. Lang, David A. Wright
 William Lawless, Jacob Zimmer
 James Lewis
- USPHS HOSPITAL STATEN ISLAND, NY**
 Hussien Ahmend, Alfred Kaju
 Adelbert T. Arnold, Teofilo Lacson
 Justo Besulla, Manuel B. Lopez
 Richard Burke, William Luhrsen
 Bermit Bymaster, Archibald McGuigan
 George Carlson, Damlan Mercado
 Morgan Carroll, Thomas Moncho
 Peter Cemashko, Lawrence Moore
 Pedro Claudio, Harvey W. Morris
 Joseph Curry, John F. Murphy
 A. Dalesandro, Pete R. Perrotti
 David Furman, George H. Robinson
 Estell Godfrey, Jose Rodriguez

- Stanley Sargeant, Leonidas Tolias
 Stanley C. Scott, F. C. Villacorte
 Joseph Shefuleski, Archibald Volkerts
 Calisto Siaran, Charles Watson
 Jose P. Sousa, James West
 Benjamin Tolbert
- USPHS HOSPITAL MANHATTAN BEACH BROOKLYN, NY**
 Manuel Antonana, Anthony D. Leva
 Eladio Aris, Mike Lubas
 Fortunato Bacomo, Wm. C. McQuiston
 Wm. C. Baldwin, H. F. MacDonald
 Frank W. Bemrick, Michael Machusky
 Frank T. Campbell, Benjamin Martin
 William J. Connors, Albert Martinelli
 E. T. Cunningham, Vic Milazzo
 Walter L. Davis, Joseph B. Murphy
 Robert M. Douglas, W. P. O'Dea
 John J. Driscoll, Ralph J. Palmer
 Dolan D. Gaskill, George G. Phifer
 Robert E. Gilbert, James M. Quinn
 William Guenther, George E. Renale
 Bart E. Gurantick, D. F. Ruggiano
 Howard Halley, G. E. Shumaker
 Taib Hassen, G. Sivertsen
 Joseph Hsits, Henry E. Smith
 Thomas Isaksen, Michael Toth
 Ira H. Kilgore, Karl Treimann
 Ludwig Kristiansen, Harry S. Tuttle
 Frank J. Kubek, Norman West
 Frederick Landry, Virgil E. Wiloth
 Kaarel Leetmaa, Pon P. Wing
 Leonard Leidig
- USPHS HOSPITAL NORFOLK, VA.**
 Francis J. Boner, Cleveland Farnham
 Paul T. Brinson, Arthur J. Fortner
 Clarence Crowder, William S. Rudd
 Claud E. Denny, William R. Snyder
 James R. Eidson
- USPHS HOSPITAL SAN FRANCISCO, CALIF.**
 Orville E. Abrams, Raymond W. Frye
 T. M. Barraciff, Jose Gonzalez
 Marcelo B. Belen, M. M. Hammond
 Gordon Chambers, John Hrolenok
 Roy L. Davis, Jr., Harry Schultz
 Charles Dwyer, Wm. A. Van Dyne
- USPHS HOSPITAL SAVANNAH, GA.**
 Maximino Bernes, Jimmie Littleton
 Jose Blanco
- USPHS HOSPITAL SEATTLE, WASH.**
 L. Bosley, C. M. Deemer
 D. K. Campbell
- USPHS HOSPITAL MEMPHIS, TENN.**
 Claude F. Blanks

- VA HOSPITAL ALBERQUERQUE, NM**
 Charles Burton
- USPHS HOSPITAL FORT WORTH, TEXAS**
 B. F. Deibler, Rosendo Serrano
 John C. Palmer, Robert N. Young
 Edoardo Piscopo
- VA HOSPITAL MEMPHIS, TENN.**
 Billy R. Hill

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 give a change of address, please give your former address below:

ADDRESS

CITY ZONE ...

STATE

Crew, Topside Harmony Keeps Anniston Happy

Reflecting all the good feeling aboard ship, Seafarers on the Anniston generously made a donation to the Star of the Sea Orphanage at Inchon, Korea, on their last trip, so the youngsters could "live a little, too."

The Anniston delivered wheat to Inchon, returned to Vancouver, and loaded again for Karachi, Pakistan. After that, she will pick up an ore cargo in India. "Those of us who remain on will miss the ones who sign off because of their splendid seaman-

ship and consideration for their fellow crewmembers," commented D. C. Coker, ship's reporter. "The Anniston could well be used as an example for other ships due to the harmony and good will among the entire crew. The four delegates worked together as a team of good Union men, thus proving that the SIU is a very closely united Union."

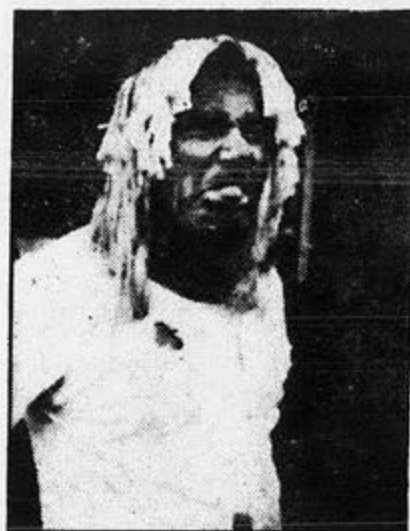
Although admittedly a little partial on this score, Coker, as chief cook, said the steward department "was very competent" in carrying out its duties. "The steward, 'Hoss' Beale, is one of our best stewards because he knows his job and does it. We are very grateful for his service."

"It would not be just if we forgot to express our thanks to the captain for his great interest in the crew's welfare. He saw that the men who were ill received immediate medical attention and were kept as comfortable as possible."

"Captain Feldmann is one of the finest skippers we've ever sailed with, and the chief engineer was also a very considerate and understanding person."

"Now, to our fellow seamen who are departing from the ship, we who remain offer our best wishes. May the winds of good fortune forever fill your sails and blow you safely into port again."

He's No Beauty



It's all in fun (we hope) but here's bosun John J. Winn on the Elizabeth as "Bosun Ragmop Harry." Ragmop is billed by his shipmates as the "ugliest bosun in the SIU fleet," although he'd probably be a winner almost anywhere. The photo by Felix Serrano was sent in by reporter R. A. Barrett.



Beale

Urges Seagoing 'Union' Training

To the Editor:

I would like to take this opportunity to submit a plan to headquarters for the purpose of starting an educational program.

Since the Korean War a new generation of seamen has started to sail. These men should be taught the principles of unionism, the meaning of brotherhood of the sea and should be given a rough sum-

were held in New York to teach the membership certain basic things about the Union, such as delegates' duties, how to conduct shipboard meetings and interpret the contract. This was good but did not meet with much success.

When a guy hits port he wants to make up for time that he's lost out at sea, not attend classes. As a result, very few members derived any benefit from these classes. My idea would be to handpick about 50 men selected for their ability and send them to school. After these so-called instructors finish their course, they in turn could ship out and conduct shipboard classes to teach the next guy.

If it's one thing seamen have, it's time on their hands. They will not only attend but will take an active interest. In this manner you have the same thing that was tried by headquarters, but in reverse. If this plan is accepted, even if it teaches just one thing to the oldtimers as well as the newcomers, it would have served its purpose.

There is great strength in unity, and if we can keep passing on this lesson to newcomers at sea, we will succeed in building an even greater and more prosperous Union.

Pete Prevas

Another Victim Of Dan Cupid

To the Editor:

Just to set all the rumors at rest, here's a picture of my wife and myself taken on April 23, 1956, the day we got married. A lot of the boys on the West Coast wouldn't believe I'd tied the knot even when I told them point blank.

Incidentally, I really know how lucky I am to belong and be a part of the SIU. All I can say is thanks once again to the SIU for all my good fortune.

James Bergeria

Thanks SIU For Insurance Assist

To the Editor:

I would like to express my appreciation to the SIU and the officials of our Welfare Plan for their generosity in providing death benefits for my son, Robert A. Jones, after he had returned to the Navy.

Robert was killed in the explosion on the carrier Bennington in May, 1954.

After he originally got out of the Navy he began sailing SIU ships, including the Zane Gray and Bents Fort, and then the Navy reserve called him up again.

The insurance provided by the SIU was a great help and comfort to his mother. I found out about it recently after paying off the Frederic C. Collins in Portland, Ore. Thanks again.

Okal Jones

Frietchie Crew Mourns Shipmate

To the Editor:

On Sept. 14, the first morning at sea after sailing from Rouen, France, William T. Potter, wiper, was found dead in his bunk, presumably from natural causes.

Brother Potter, who was 50 years old, had listed his mother, Mrs. Purdie Potter, of Norfolk, Va., as his next of kin. He shipped out of Norfolk in August and so far as is known this was his first trip in the SIU. The captain was advised by the company office to bring the body home and this was eventually done.

The crew of the Barbara Frietchie offers its heartfelt sympathy and any services it may be able to render to Brother Potter's mother and family.

Billy K. Nuckols
Ship's delegate
Oscar Payne
Ship's secretary

LOG-A-RHYTHM:

The Captain's Dream

By M. Dwyer

He dreamt he woke, in Neptune's court
Where only the dead did judge,
Their eyes shone dim with pity, not holding any grudge;
The sea, the sea, the cold cruel sea, was all about him there,
And corpses, that were once his crew, had seaweed in their hair.

The charge had been neglect—
Which brought his vessel down,
An eerie, opalescent light shone all about the room;
He seemed to hear a distant voice
Pass sentence through his ear
As he recalled loved ones in port
Awaiting there with fear.

The very fishes in the sea
Mocked him with cold eyes, then
He heard once more the panic, the cries of drowning men;
His sentence was forever thus
To walk the ocean's floor
His seaman's grave, in waters still, was lost forevermore.

He asked one chance to make amends
Too late, he saw the light;
When suddenly, in mortal fear,
He woke, in dead of night.

mary of the functions and apparatus of the Union. They can be told of the conditions which existed before seamen had a union, of "Bloody Thursday" in San Francisco in 1934, of the men who even now are in prison, men who have made the supreme sacrifice so we can enjoy the wages and conditions we now have.

Would Explain Rights

Under this program it could be explained to them what their rights are, what benefits they are entitled to, and how the seniority system works. Any man that shows promise can be recruited for any future organizing drives. Many "B" and "C" card men in their teens or early twenties, because of their youth, would be able to infiltrate companies that refuse to hire a man who has been going to sea any length of time for fear he was a Union organizer.

Some of our members started to sea after they had passed the prime of their life. It could be explained to these men that to pension them off without the necessary seetime would be impossible. Doing this would bankrupt the pension plan for the professional seamen, men who have no other occupation.

Some of our members feel that the Union shouldn't mix in politics. These men should be given to understand that when unions help to elect men who are friendly to labor, eventually we all benefit. A recent example of this was the repeal of the "right to work" law in Louisiana.

Refresher Course

This program would also serve as a reminder to some of our members who have been sailing with certain companies for a number of years, or have been sailing on one ship for a long time. At one time classes



Pictured on their wedding day last April are Seafarer James Bergeria and his bride, Elizabeth. They now make their home in Philadelphia.

Burly



Poor Timing

By Bernard Seaman

HOW AMERICAN UNIONS SERVE EVERY AMERICAN



The biggest market for American industry and American agriculture is the home-grown consumer. While much US production goes abroad, it is the purchasing power of the American consumer which sustains the national prosperity. In turn, that purchasing power largely reflects the wage and salary earnings of 64 million US jobholders.

Unions have set the pace year after year on wage and salary levels with non-union workers, federal, state and local government employees and salaried workers obtaining matching gains after unions have signed their contracts. The result is that union activity has been instrumental in maintaining the purchasing power of all consumers and their ability to absorb the huge amount of production spewed forth by US factories and farms.

Co. Agents At Fault On Mail, PO Declares

Seafarers who have been beefing about late delivery of mail on US ships have just one target to blame—the shipping company agents in foreign ports. That's the conclusion of the US Post Office following investigation of the problem.

The SEAFARERS LOG interest in mailing difficulties stems from the fact that the LOGs and other material from headquarters are airmailed every two weeks to all ships. Mail is normally addressed to the company agent at the next port of call of a vessel.

Since the LOG goes to considerable trouble and expense to airmail to the ships and to clubs and other meeting places of seamen all over the world, it asked the main post office in Brooklyn to check into the mailing procedure.

International Agreement

Postal authorities explained that all mail is sent to foreign countries under the Universal Postal Union Convention, an international agreement of long standing. Briefly, the Convention provides for all countries to handle each other's mail.

However, since the mail is addressed care of a shipping company agent, the legal obligation to forward mail ends right there. From then on it is up to the agent. As Seafarers well know, some of them are not anxious to go out of their way for the sake of delivering mail.

The one thing the SIU can do, and has been doing all along, is to bring the issue up with shipping companies whenever complaints are received about mail delays.

Here in part, is what Brooklyn postmaster, Edward J. Quigley, had to say on the subject:

"My attention has been called to the fact that your members are complaining concerning late delivery of mail . . . in a foreign port . . . it should be noted that the incidence of late delivery to point of original address of your members, that is, care of vessel or shipping company in a foreign port, is rare. The Post Office responsibility for seamen's mail ends with the delivery to the foreign port.

"The cause of delay is attributable to the handling after delivery

to agents or representatives of steamship companies. I know you will agree that it is not unusual for mail to fail delivery due to laxity on the part of steamship agents to deliver to the vessel upon its arrival, or to forward to the next port. . . .
"The delivery and forwarding of mail addressed to members of your organization in foreign ports, as outlined by the Universal Postal Union Convention, provides for the safeguarding of mail and its proper handling in the process of forwarding . . . as a matter of fact (it provides) reforwarding when necessary until delivery is finally established. Failure of these private individuals outside the postal administration to acquaint themselves with the provisions of the International Postal Regulations is the cause of the delay. . . ."

P-A Adds 4th 'Piggyback' Ship

MOBILE—Hurricane Flossy bypassed this area after threatening to flatten everything in sight, but it did not disturb shipping much here. Only two ships were delayed by the storm, but otherwise there was no damage.

Shipping was fairly good in the past two weeks with 93 men going out to regular jobs and over 100 to relief jobs in the harbor. The outlook is encouraging because Pan-Atlantic expects to add another piggyback tanker, the Coalinga Hills, to this run in the very near future.

The piggyback trade looks very promising and if things break right, it will mean a great revival for the coastwise trade in general and the port of Mobile in particular, as some of the company's ambitious plans for this run start to materialize. There will be more on these in the near future.

Otherwise, port agent Cal Tanner reported, interest is centered on the activities of the Maritime Administration, which has been surveying the lay-up fleet here for T-2 tankers. Some of these may be coming out in a few months unless the Suez Canal problem is straightened out.

The membership here is pleased with the policy of mailing ballots in to a safe deposit box which will be done in the coming SIU elections. All hands concurred in the headquarters communication on the subject and commented on the desirability of this system.

Between good shipping, the bird hunting season and the World Series, the port has been hard-pressed on occasion to find men willing to go to work. The lounge is a popular spot every day as the Yankees and Dodgers battle it out.

The Mobile Branch extends its deepest sympathies to the families

of Brother Joseph A. Ryan, chief cook, and Brother Edward E. Reed, AB, both of the McAllister Victory. Ryan died of a heart attack while

in a French port, while Reed was lost at sea between France and Iceland. Both of these men were well known in this port.

RECENT ARRIVALS

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

Thomas Ross Burgess, born July 27, 1956, to Seafarer and Mrs. Joseph H. Burgess, Brooklyn, NY.

Perry Ann Crawford, born July 5, 1956, to Seafarer and Mrs. Willow L. Crawford, Covington, La.

Shirley Diane Cain, born August 21, 1956, to Seafarer and Mrs. Roy Cain, Naveo, Ala.

Rebecca Sweat, born August 14, 1956, to Seafarer and Mrs. James W. Sweat, Savannah, Ga.

Robert Alan Kennedy, born August 18, 1956, to Seafarer and Mrs. William E. Kennedy, Eight Mile, Ala.

Kasimir Puchalski, born June 9, 1956, to Seafarer and Mrs. Kasimir Puchalski, New York, NY.

Leo McLaughlin, born July 17, 1956, to Seafarer and Mrs. John F. McLaughlin, Baltimore, Md.

Vanessa Louise Ward, born September 16, 1956, to Seafarer and Mrs. Henry M. Ward, Prescott, Ark.

Louis Christopher, born May 22, 1956, to Seafarer and Mrs. Peter L. Christopher, Ipswich, Mass.

Sonya Faye Burke, born July 11, 1956, to Seafarer and Mrs. John S. Burke, Mobile, Ala.

George Anthony Nuss, Jr., born July 4, 1956, to Seafarer and Mrs. George A. Nuss, New Orleans, La.

Janice Lynn Parker, born June 20, 1956, to Seafarer and Samuel D. Parker, Tuckasegee, N.C.

Marilyn Jeanne Campbell, born September 1, 1956, to Seafarer and Mrs. Thomas J. Campbell, New York, NY.

Rafael Olivera Pebles, born July

20, 1956, to Seafarer and Mrs. Ramon Olivera, Brooklyn, NY.

Hubert Anthony Kennedy, born July 26, 1956, to Seafarer and Mrs. Hubert W. Kennedy, Chickasaw, Ala.

James Freeman Eberhart, born August 7, 1956, to the late Seafarer Charles Eberhart and Mrs. Charles F. Eberhart, St. Augustine, Fla.

Mary Ann Jordan, born July 2, 1956, to Seafarer and Mrs. Philip Jordan, Jersey City, NJ.

Julia Lynn Towns, born August 22, 1956, to Seafarer and Mrs. Hughes P. Towns, Baltimore, Md.

Thomas Mark Wessel, born August 23, 1956, to Seafarer and Mrs. Thomas Wessel, Braddock, Pa.

Margaret Ellen Murphy, born August 23, 1956, to Seafarer and Mrs. James M. Murphy, Hempstead, NY.

Scott Alan Parker, born August 11, 1956, to Seafarer and Mrs. Bobby S. Parker, Mobile, Ala.

Larry Kevin Walker, born August 27, 1956, to Seafarer and Mrs. Frederick E. Walker, Baltimore, Md.

Lydia Ivette Torres Ostolaza, born August 3, 1956, to Seafarer and Mrs. Pablo E. Torres, Ponce, PR.

Hurmon Burnell Butts, Jr., born August 27, 1956, to Seafarer and Mrs. Hurmon B. Butts, Mobile, Ala.

Personals

Jose Silva
Call Mr. Andrews, PE-6-6789, NY, NY.

Charles Lynsky
Contact your mother.

Ex-SS Portmar
The following men should contact Calmar SS Corp. for checks representing settlement for disputed callback time SS Portmar, voyage 39: Louis Farkas, bosun; John Williams, O. L. Ames, ABS; Jack Winley, OS.

George Mike
Get in touch with Lee Pressman, 225 Broadway, NYC.

DIRECTORY OF SIU BRANCHES

SIU, A&G District

- BALTIMORE.....1216 E. Baltimore St. Earl Sheppard, Agent EASTERN 7-4900
- BOSTON.....276 State St. James Sheehan, Agent RICHMOND 2-0140
- HOUSTON.....4202 Canal St. A. Michelet, Acting Agent CAPITAL 7-6558
- LAKE CHARLES, La.....1419 Ryan St. Leroy Clarke, Agent HENLOCK 6-5744
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent HEMLOCK 2-1754
- NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent TULANE 8626
- NEW YORK.....675 4th Ave., Brooklyn HYACINTH 9-6600
- NORFOLK.....127-129 Bank St. Ben Rees, Agent MADISON 2-9634
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent MARKET 7-1635
- FUERTA de TIERRA, PR.....Pelayo 51-La 5 Sal Colla, Agent PHONE 2-5990
- SAN FRANCISCO.....450 Harrison St. Leon Johnson, Agent DOUGLAS 2-5475 Marty Breithoff, West Coast Representative
- SAVANNAH.....3 Abercorn St. E. B. McAuley, Acting Agent ADAMS 3-1728
- SEATTLE.....2505 1st Ave. Jeff Gillette, Agent ELLIOTT 4334
- TAMPA.....1809-1811 N. Franklin St. Tom Banning, Agent PHONE 2-1323

- WILMINGTON, Calif.....505 Marine Ave. Reed Humphries, Agent TERMINAL 4-2874
- HEADQUARTERS.....675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS
J. Algina, Deck C. Simmons, Joint
J. Volpian, Eng. W. Hall, Joint
E. Mooney, Std. R. Matthews, Joint
- SUP
- HONOLULU.....16 Merchant St. PHONE 5-8777
- PORTLAND.....211 SW Clay St. CAPITAL 4-3336
- 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 9-6165
- Canadian District
- HALIFAX, N.S.....128 1/2 Hollis St. PHONE: 3-8911
- MONTREAL.....634 St. James St. West PLATEAU 8161
- FORT WILLIAM.....130 Simpson St. Ontario PHONE: 3-3221

- PORT COLBORNE.....103 Durham St. Ontario PHONE: 5591
- TORONTO, Ontario.....272 King St. E. EMPIRE 4-5719
- VICTORIA, BC.....617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC.....298 Main St. Pacific 3468
- SYDNEY, NS.....304 Charlotte St. Phone: 6346
- BAGOTVILLE, Quebec.....20 Elgin St. Phone: 545
- THOROLD, Ontario.....53 St. Davids St. CANAL 7-3202
- QUEBEC.....85 St. Pierre St. Phone: 3-1569
- SAINT JOHN, NB.....85 Germain St. Phone: 2-5232
- Great Lakes District
- ALPENA.....1215 N. Second Ave. Phone: 713-J
- BUFFALO, NY.....180 Main St. Phone: CLEVELAND 7391
- CLEVELAND.....734 Lakeside Ave., NE Phone: MAIN 1-0147
- DETROIT.....1038 3rd St. Headquarters Phone: WOODWARD 1-6857
- DULUTH.....531 W. Michigan St. Phone: RANDOLPH 2-4110
- SOUTH CHICAGO.....3261 E. 92nd St. Phone: ESSEX 5-2410



SAMPLE BALLOT

OFFICIAL BALLOT For Election of 1957-1958 Officers Seafarers International Union of North America ATLANTIC & GULF DISTRICT

VOTING PERIOD NOVEMBER 1st, 1956 THROUGH DECEMBER 31st, 1956

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK SPACE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

SECRETARY-TREASURER
Vote for One

1 Paul Hall, H-1

DECK—
ASSISTANT SECRETARY-TREASURER
Vote for One

2 Joseph Algina, A-1

ENGINE—
ASSISTANT SECRETARY-TREASURER
Vote for One

3 Claude Simmons, S-1

STEWARD—
ASSISTANT SECRETARY-TREASURER
Vote for One

4 Edward (Eddie) Mooney, M-7

JOINT—
ASSISTANT SECRETARY-TREASURER
Vote for Three

5 William Hall, H-272
6 Robert Matthews, M-1
7 Joseph Volpian, V-1

BOSTON AGENT
Vote for One

8 James Sheehan, S-3
9 James E. Sweeney, S-6

BOSTON JOINT PATROLMAN
Vote for One

10 Eugene Dakin, D-9
11 Jack Farrand, F-69
12 Thomas Fleming, F-241
13 William (Leo) McCarthy, M-268

NEW YORK JOINT PATROLMAN
Vote for Seven

14 Theodore (Ted) Babkowski, B-1
15 Frank Boss, B-4
16 Leopold (Leo) Bruce, B-158
17 John Cabral, C-200
18 Malcolm M. Cross, C-443
19 Louis (Lou) Goffin, G-7
20 Paul Gonsorchik, G-2
21 Howard Guinier, G-3
22 Richard (Mike) May, M-872
23 James Purcell, P-17
24 Charles Scofield, S-186
25 Charles Stambul, S-578
26 Freddie Stewart, S-8
27 Joseph Teicher, T-132
28 Keith Terpe, T-3
29 C. A. (Chuck) Welch, W-351
30 Alan (Honest Al) Whitmer, W-316

PHILADELPHIA AGENT
Vote for One

31 Walter (Rusty) Beyeler, B-81
32 Steve (Blackie) Cardullo, C-1

PHILADELPHIA JOINT PATROLMAN
Vote for One

33 John Hetzell, H-6
34 William J. Smith, S-60

BALTIMORE AGENT
Vote for One

35 William (Curly) Rentz, R-274
36 Earl (Bull) Sheppard, S-2

BALTIMORE JOINT PATROLMAN
Vote for Three

37 Rex E. Dickey, D-6
38 Eli Hanover, H-313
39 John Risbeck, R-207
40 Flaye (Al) Stansbury, S-22
41 Rowland Williams, W-362

NORFOLK AGENT
Vote for One

42 Ben Rees, R-2
43 Van Whitney, W-11

NORFOLK JOINT PATROLMAN
Vote for One

44 Adelbert (Al) Arnold, A-147
45 James A. Bullock, B-7
46 Charles V. Majette, M-194

SAVANNAH AGENT
Vote for One

47 E. B. (Mac) McAuley, M-20

SAVANNAH JOINT PATROLMAN
Vote for One

48 Nevin E. Ellis, E-70

TAMPA AGENT
Vote for One

49 Thomas (Tom) Banning, B-12
50 James Dawson, D-82
51 Glenious (Glenn) Lawson, L-27

TAMPA JOINT PATROLMAN
Vote for One

52 A. H. Anderson, A-11
53 Belarmino (Benny) Gonzalez, G-4
54 Hugh C. Randall, R-248

MOBILE AGENT
Vote for One

55 Cal Tanner, T-1

MOBILE JOINT PATROLMAN
Vote for Three

56 Harold J. Fischer, F-1
57 Robert Jordan, J-1
58 Leon M. Kyser, K-259
59 William J. Morris, M-4
60 William R. Stone, S-647

NEW ORLEANS AGENT
Vote for One

61 Lindsey J. Williams, W-1

NEW ORLEANS JOINT PATROLMAN
Vote for Three

62 Thomas (Tom) Gould, G-267
63 C. J. (Buck) Stephens, S-4
64 Charles M. (Whitey) Tannahill, T-3

HOUSTON AGENT
Vote for One

65 A. (Frenchy) Michelet, M-14

HOUSTON JOINT PATROLMAN
Vote for One

66 James L. Allen, A-90
67 Ralph B. (Hoss) Groseclose, G-63
68 Charles Kimball, K-2
69 Charles (Danny) Merrill, M-442
70 William (Bill) Mitchell, M-22

SAN FRANCISCO AGENT
Vote for One

71 Martin (Marty) Breithoff, B-2
72 A. W. (Andy) Gowder, G-352

As provided in the constitution of the SIU, Atlantic & Gulf District, the following men have nominated themselves for union offices, and have submitted the required credentials. A brief biography of each candidate with his Union experience appears on these pages to acquaint members with their backgrounds. Secret voting on the candidates will get underway November 1 and run until December 31. A sample ballot appears on the back page.

Candidates For 1957-1958 A&G Posts

For: Secretary-Treasurer

(Vote For One)



PAUL HALL—No. H-1: Original member of SIU. Holds all strike clearances. Active in all Union organizing since earliest days. Elected secretary-treasurer 1948. Re-elected every year since. Served on all SIU negotiating committees since 1948. Helped initiate Welfare, Vacation Plans. Participated in drive for SIU seniority hiring system to save Union hiring hall, and in fight which broke Communist hold on Canadian waterfront. Sailed in all war zones during second World War. —BALLOT No. 1

For: Deck Ass't Secretary-Treas.

(Vote For One)



JOE ALGINA—No. A-1: Transferred to SIU from old AFL Seamen's Union when SIU was formed. Sailed actively in WW II before becoming Union organizer. Served as NY deck patrolman, acting port agent, before being elected NY port agent 1948, 1949 and 1950. Elected hq representative for 1951 and 1952; asst. secretary-treasurer for '53-'56. Participated in 1946 General, Wall Street and Isthmian Strikes. Union negotiating committee member for past ten years. —BALLOT No. 2

For: Eng. Ass't Secretary-Treas.

(Vote For One)



CLAUDE (Sonny) SIMMONS—No. S-1: Member of old ISU in 1935, then worked with US lighthouse dept. until joining SIU in 1939. Sailed until August, 1941, when appointed Tampa patrolman. Shipped again, August, 1942, and sailed

through war. Appointed NY patrolman, Feb., 1945. Elected Tampa agent for 1946 through 1948. Resigned July, 1948, and shipped until Nov., 1949. Elected NY engine patrolman for 1951; 1952; elected assistant secretary-treasurer for 1953-1954, 1955-'56. —BALLOT No. 3

For: Std. Ass't Secretary-Treas.

(Vote For One)



EDWARD X. MOONEY—No. M-7: Joined SIU in 1945. Served as ship's delegate or steward delegate on majority of ships. Member of Food and Housing Committee for 1946 General Strike. Assisted SIU during the Canadian beef, and represented Union in various beefs in Puerto Rico. Actively participated in Wall Street Strike. Appointed New York patrolman 1952. Elected New York joint patrolman 1953-'54. Elected steward assistant secretary-treasurer 1955-'56. —BALLOT No. 4

For: Jt. Ass't Secretary-Treas.

(Vote For Three)



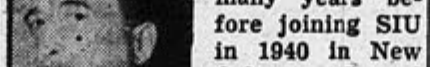
WILLIAM HALL—No. H-272: Joined the SIU A&G District in 1944, in the Port of New York. Served actively in many of the Union's major strikes and beefs, including the 1946 General Strike, the 1947 Isthmian Strike, the Wall Street Strike and the Canadian beef. Was elected deck delegate and ship's delegate on most of the ships he sailed. Holds clearances for all Union actions. Elected assistant secretary-treasurer for 1953-'54. Re-elected 1955-'56. —BALLOT No. 5

ROBERT MATHEWS—No. M-1: Joined SIU when it was chartered. Served as patrolman and port agent in Mobile and later as port agent in Jacksonville and San Francisco. Assigned in 1946 to NY as hq representative. Served on every Un-

ion negotiating committee from 1946-1954. Elected assistant secretary-treasurer 1948, 1949 and 1950, hq representative for 1951 and 1952. Elected asst. secretary-treasurer 1953-'54, 1955-'56. Participated in all SIU strikes and beefs. —BALLOT No. 6

For: Boston Joint Patrolman

(Vote For One)



JOSEPH H. VOLPIAN—No. V-1: Started sailing in 1922. Active in maritime labor many years before joining SIU in 1940 in New Orleans. Served as NY engine patrolman from 1943 to 1947. While patrolman served as special services representative in charge of membership problems. Elected assistant secretary-treasurer 1948, 1949, 1950, 1953-'54, '55-'56. Elected hq representative in 1951 and 1952. Has strike-clear record for all SIU strikes and beefs. —BALLOT No. 7

For: Boston Agent

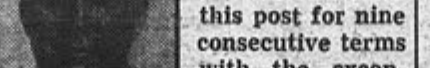
(Vote For One)



JAMES SHEEHAN—No. S-3: Member of SIU since beginning. Served as organizer in Gulf during 1938 and 1939. Elected to Union office in 1944 and to various Union posts since, including NY deck patrolman, 1947 and 1948, and Philadelphia agent, 1949. Returned to sea in 1950 and sailed to July, 1951, when appointed Boston agent to replace resigning official. Has sailed since 1924 as AB and bosun. Holds clearances for all SIU strikes. Elected Boston agent for 1952, 1953-'54, '55-'56. —BALLOT No. 8

For: Boston Agent

(Vote For One)



JAMES E. SWEENEY—No. S-6: Is Boston joint patrolman at present. Has been appointed and re-elected to this post for nine consecutive terms with the exception of a brief lapse in 1948-49 while at sea. First went to work for the Union in 1941. Directed General Strike activities in 1946 in Portland, Me.

Also served as joint patrolman in New York in 1943. He has been a member of the SIU since 1938. Has played an active role in all Union activities. Holds clearances for all SIU beefs. —BALLOT No. 9

For: Boston Joint Patrolman

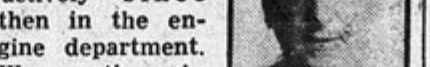
(Vote For One)



GENE DAKIN—No. D-9: Was a member of the old ISU and is a charter member of the SIU. Holds clearances for all the SIU strikes and beefs. Has sailed in all unlicensed ratings in the deck department. Appointed patrolman and dispatcher in the Port of Boston from June, 1945, to March, 1948. Resigned and returned to sea until June, 1949. Served as Boston patrolman-dispatcher to July, 1951 and for brief periods during '53, '54, '55 and '56. —BALLOT No. 10

For: Boston Agent

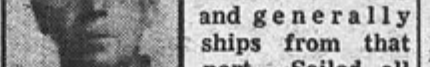
(Vote For One)



JOHN FARRAND—No. F-69: Joined the SIU in the Port of Boston in 1946. Has been sailing actively since then in the engine department. Was active in Isthmian campaign aboard SS Cape Sandy and helped sign up entire ship for SIU. Was ship's delegate for full year on SS Anne Marie after being several times re-elected by entire crew. Has been ship's delegate and engine department delegate on numerous ships he's sailed. Has clear record in all Union beefs and job actions. —BALLOT No. 11

For: Boston Agent

(Vote For One)

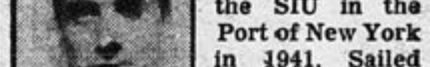


THOMAS FLEMING—No. F-241: Has been going to sea since 1929. Joined the SIU in the Port of Boston in 1943 and generally ships from that port. Sailed all types of ships during World War II to all war zones. Served as chairman of the Housing Committee in Boston during the 1946 General Strike. Holds a clear record on all strikes and beefs in which the SIU has been

involved. Has been deck delegate or ship's delegate on many ships since he began sailing with the SIU. —BALLOT No. 12

For: New York Joint Patrolman

(Vote For Seven)



WILLIAM (Leo) McCARTHY—M-268: Sails in the deck department as bosun and AB. Joined the SIU in the Port of New York in 1941. Sailed right through World War II in all war zones. Served as picket captain in Boston during the 1946 strike. Has been elected deck delegate or ship's delegate by his shipmates on most ships he's sailed. Has shipped out of most East Coast ports but has been shipping from Baltimore for the last six years. Has strike-clear record. —BALLOT No. 13

For: New York Joint Patrolman

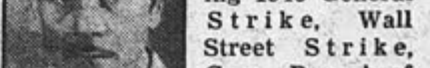
(Vote For Seven)



TEDDY BABKOWSKI—No. B-1: Joined SIU in 1941 and sailed in all combat zones during WW II. Was volunteer organizer in Isthmian drive and various tanker drives. Served on New York Isthmian Strike committee. Active in 1946 Strike, Coos Bay and shipyard beefs. Served on Baltimore committees aiding shipyard and telephone workers. Elected joint patrolman in New York for 1949 and NY engine patrolman for years 1950, 1951, 1952, '53-'54, '55-'56. —BALLOT No. 14

For: New York Joint Patrolman

(Vote For Seven)



FRANK BOSE—No. B-4: Joined SIU in Baltimore in 1944. Active in all major Union beefs including 1946 General Strike, Wall Street Strike, Coos Bay beef and other actions. Was organizer in Union's successful campaign against Cities Service, and in other post-war organizing drives. Served in various other capacities at headquarters including acting patrolman. Elected New York joint patrolman for '55-'56. Sails in engine department as chief electrician. —BALLOT No. 15

LEOPOLD (LEO) BRUCE—No. B-158: Has been SIU member since he joined in Port of New York in April, 1946. Took active part in numerous Union beefs and actions including 1946 General Strike, Isthmian



Strike, Wall Street Strike and Val Chem beef in 1953, among others. Served as ship and department delegate on various ships, including Alcoa Polaris, Andrew Jackson, Fairland, Alcoa Pointer, Edith and San Mateo Victory. Sails regularly as cook and baker.

—BALLOT No. 16

JOHN CABRAL: No. C-200: Joined the SIU in New York in 1943. Ships in the deck department. Has been active in all beefs on behalf of the SIU, including the Isthmian Strike, Wall Street Strike and numerous other actions where the SIU assisted other unions. Was picket captain during 1946 General Strike. Also participated in various postwar SIU organizing drives. Has been deck delegate or ship's delegate on most of the ships he's sailed.



—BALLOT No. 17

MALCOLM CROSS—No. C-443: Joined the SIU in the Port of New York in 1944. Sails in the deck department. Participated in Isthmian organizing drive which brought this fleet into SIU fold. Has strike clear record on all major beefs the Union has had since he joined up. Has served as ship's and department delegate on many SIU vessels. Has often assisted Union agents in West Coast ports when help was needed.



—BALLOT No. 18

LOUIS GOFFIN — No. G-7: Transferred into SIU from old AFL Seamen's Union in 1939. Participated actively in 1941 bonus beef, 1946 General Strike and Isthmian Strike. Served Union as patrolman and agent in Philadelphia and Jacksonville and as assistant secretary-treasurer. Elected deck patrolman in NY for every year from 1947 through 1952. Elected NY joint patrolman for '53-'54; NY deck patrolman, '55-'56. Participated in contract talks. Has all clearances.



—BALLOT No. 19

W. PAUL GONSORCHIK—No. G-2: A&G member since Union was founded in 1938. Sailed steward, chief cook and baker. Member of Union negotiating committee, 1940 and 1941. Assisted in drafting original SIU constitution. Member 1941 Bonus Strike committee. Returned to sea in 1943, then elected NY dispatcher. Served as NY steward patrolman from May, 1951, until elected Baltimore steward patrolman for 1952. Elected NY steward patrolman for '53-'54 and '55-'56.



—BALLOT No. 20

HOWARD GUINIER—No. G-3: Joined SIU at its start. Served as organizer in various drives from 1938 to 1941. Represented Union before National Defense Mediation Board on contract dispute in 1941. Served as chairman of headquarters Bonus Strike committee. Was chairman of NY branch food and housing committee for the 1946 General Strike. Secured 3,000 berths for members during strike. Elected steward patrolman in NY every year from 1946 to the present.



—BALLOT No. 21

RICHARD MAY—No. M-872: Has been sailing SIU since 1943. Holds both deck and engine ratings and has shipped in both departments. Has been departmental delegate on various occasions in deck and engine departments. Served on various port committees in Baltimore. Participated in New York Maritime Trades Council beef and served on picketline for SIU affiliate in Baltimore. Sailed on SS Evestar until vessel was organized. Has clearance for all strikes since joining Union. Now shipping engine department.



—BALLOT No. 22

JAMES PURCELL—No. P-17: Has been going to sea since 1919 and has always been a union man down through all those years. Joined the SIU in 1943 in Boston and sailed throughout World War II. Participated in all beefs and other Union actions. Was elected New York engine patrolman four times running, from 1946 through 1949. Has participated in Union contract negotiations as engine department representative and has aided in contract clarifications and in writing up Union agreements.



—BALLOT No. 23

CHARLES SCOFIELD—No. S-186: Joined SIU, A&G District, in 1941 in Port of Norfolk, Va. Sailed actively throughout World War II, entering most combat zones at one time or another. Was a member of the Savannah strike committee during the 1946 General Strike. Has been elected engine delegate and ship's delegate by his shipmates on many SIU vessels he has sailed on. Has full clearances for all strikes and beefs engaged in by the Union in the 15 years since he joined up.



—BALLOT No. 24

CHARLES STAMBUL—No. S-578: Joined the SIU in the Port of New York in February, 1947. Participated in Isthmian organizing campaign on the Sea Tiger (later Steel Advocate). Also participated in the Wall Street beef, AFL longshore beef and many others in which SIU was involved. Ship's delegate on many SIU vessels where he was instrumental in lifting logs and wiping out beefs. Has



sailed for many years in engine department.

—BALLOT No. 25

FREDDIE STEWART—No. S-8: Was volunteer organizer for SIU when it was founded. Participated in all major strikes including bonus strike, Isthmian, 1946 General Strike and other actions. Was leader of direct action to secure milk, good provisions and decent shipboard conditions for all Seafarers. Served as steward patrolman in NY in 1947 and joint patrolman in 1948 and 1949. Elected steward patrolman for all years since 1950. Assisted in drawing up many of the Union's past contracts.



—BALLOT No. 26

JOSEPH TEICHER—No. T-132: Became SIU member in the Port of New York in April, 1951. Sails in the deck department. Previously had served in organizational capacity on board Cities Service ships during drive. Took active part in many SIU beefs of the past few years. Served as ship's delegate or department delegate on practically every ship he has sailed on except when he was bosun.



—BALLOT No. 27

KEITH TERPE—No. T-3: Sailed throughout World War II on West Coast in both deck and steward departments. Joined the SIU in 1949. Was headquarters organizer during 1949-51, active in winning successful Cities Service drive. Also served as acting port agent in Lake Charles during 1950-51. Helped organize several other non-union companies. Was New York patrolman, contract negotiator and headquarters representative 1951-52. Elected NY joint patrolman 1955-'56.



—BALLOT No. 28

C. A. (Chuck) WELCH—No. W-351: Became SIU member in April, 1943. Sailed all during World War II and Korean War. Active in 1946 General Strike in Philadelphia. Served in Isthmian organizing aboard Nicaragua Victory. Helped organize various tramp operators in subsequent Union organizing drives. Has been engine delegate, ship's delegate on numerous ships and served on shoreside committees as well. Sails regularly in engine room as oiler, deck engineer or engine utility.



—BALLOT No. 29

ALAN (Honest AD) WHITMER—No. W-316: Joined the Seafarers International Union in 1944 and sailed SIU steadily since then. Has been ship's delegate or deck delegate on most of the ships he has sailed on. Served as shipboard editor of the Del Norte "Navigator" and on the Del Sud newspaper. Participated in 1946 General Strike and helped collect funds



for Wall Street strikers. Frequent contributor of stories and pictures to SEAFARERS LOG.

—BALLOT No. 30

For: Phila. Agent (Vote For One)

WALTER (Rusty) BEYELER—No. B-81: Joined the SIU A&G District in 1942 and sailed as bosun or AB throughout the war in every war zone. Was active in the 1946 General Strike and the 1947 Isthmian



Strike, and holds clearances for all SIU strikes and beefs since he joined. Has served on every type of ship under SIU contract. Sailed to Korea during Korean War. Has served on various membership committees ashore, and has also served as department or ship's delegate on a number of SIU vessels.

—BALLOT No. 31

A. (Blackie) CARDULLO—No. C-1: Since joining the SIU he has been active in all Union strikes and beefs. Was Marcus Hook agent until that hall was closed. Served as patrolman in Philadelphia, as West Coast representative and as NY hq representative. During war sailed in all combat zones. Has clearances for all Union actions. Active participant in Isthmian organizing and strike. Elected Philadelphia agent for every year since 1950. Active in Phila. port affairs.



—BALLOT No. 32

For: Phila. Joint Patrolman (Vote For One)

JOHN HETZELL—No. H-6: Has been a book member of the SIU since 1947. Has served as ship's delegate and departmental delegate on many ships. Has taken an active part in Union beefs on the West Coast, the Commercial Telegraphers Union strike, the Isthmian beef on behalf of the AFL Marine Engineers and the Operating Engineers' strike in 1952. Was appointed joint patrolman in Philadelphia in 1951. Elected Phila. joint patrolman for '53-'54 and for '55-'56.



—BALLOT No. 33

WILLIAM J. SMITH—No. S-60: Joined the Seafarers International Union in Philadelphia in 1947 and has been active in port affairs since then. Served on various port committees and as deck or ship's delegate on most of the ships he has sailed on. Has strike clearance for all SIU strikes and has taken an active part in many Union beefs



while on the beach. Is currently AB and deck delegate aboard the Sandcaptain in Venezuela.

—BALLOT No. 34

For: Baltimore Agent (Vote For One)

WILLIAM (Curly) RENTZ—No. R-274: Helped organize SIU in Gulf in early days. Was severely injured and laid up for two years as a result of organizing activity. Returned to sea in 1942. Active in Isthmian organizing campaign and in 1947 Isthmian strike. In charge of activities, port of Baltimore, during 1946 General Strike. Was elected agent Port of Baltimore four times running, for 1947, 1948, 1949 and 1950.



—BALLOT No. 35

EARL (Bull) SHEPPARD—No. S-2: One of SIU's original members. Active in P&O strike and other early Union actions. Directed field work in Isthmian organizing drive. Participated in Great Lakes organizing. Directed NY waterfront activities in 1946 General Strike. Appointed New Orleans port agent in 1947. Elected New Orleans agent for 1948, 1949, 1950. Elected assistant secretary-treasurer for 1951. Appointed Baltimore agent in 1951. Elected Baltimore agent from 1952 to present.



—BALLOT No. 36

For: Baltimore Joint Patrolman (Vote For Three)

REX E. DICKEY — No. D-6: Elected deck patrolman for the Port of Baltimore for ten terms from 1938-48. Sailed actively on a leave of absence in the war years, 1942-43. Served as patrolman-organizer during the Isthmian drive and returned to this position on appointment in May, 1952. Was active in the 1946 General Strike. Sailed consistently as AB between 1948 and 1952. Elected Baltimore Joint Patrolman, 1955-'56. Has been cleared in all of the Union's strikes since he joined.



—BALLOT No. 37

ELI HANOVER — No. H-313: Joined the Seafarers International Union on July 23, 1941 in the Port of New York. Sails in the deck department. Served on numerous ships as ship's delegate and department delegate. Participated in many major Union actions and is strike clear on all strikes. Served as dispatcher part of 1953 and 1954 and again in 1956. Has been an active SIU member since joining more than 15 years ago.



—BALLOT No. 38

JOHN RISBECK — No. R-207: Joined Seafarers International Union in New York on May 24, 1943. Active in numerous strikes and beefs including the Wall Street strike and the Baltimore shipyard workers strike. Participated in Union organizing drives. Has been ship's delegate and deck delegate on most of his ships. Served for a while as dispatcher in the port of Seattle and is well-acquainted with Union procedures and activities.



—BALLOT No. 39

AL STANSBURY — No. S-22: Member of SIU since it was organized, joining in Port of Baltimore. Taken active part in all strikes and organizing drives since Union began. Sailed during the war into most combat zones. Served SIU in various appointive capacities. Was often elected black gang delegate on ships. Was appointed dispatcher for Baltimore in 1949. Was elected Baltimore engine patrolman for all the years from 1950 to the present.



—BALLOT No. 40

ROWLAND R. WILLIAMS — No. W-362: Joined the Seafarers International Union in the Port of New York in 1945. Ships all ratings in the deck department. Has been department delegate and ship's delegate on many SIU ships representing his shipmates. Took active part in major SIU beefs and strikes since joining the Union. Also assisted in beefs of other unions such as the Garment Workers in Virginia.



—BALLOT No. 41

For: Norfolk Agent

(Vote For One)



BEN REES — No. R-2: Joined SIU in 1938. Appointed patrolman-dispatcher for Norfolk in June, 1945. Served in that post until elected Norfolk joint patrolman for 1947. Re-elected in 1948. Appointed port agent for Norfolk, March, 1948. Elected Norfolk agent at every Union election since 1949. In charge of feeding and publicity for Norfolk strike committee in 1946 General Strike. Active for strike committee in Isthmian Strike and in Wall Street beef in 1947.



—BALLOT No. 42

VAN WHITNEY — No. W-11: Joined the SIU in 1944. Holds Union clearances for all strikes and beefs since then. Picketed in Jacksonville, Fla., during the 1946 General Strike, and was an organizer during the Cities Services campaign. Sailed in all ratings in the engine department. Sailed to all war zones. Took an active part in the



SUP strike of 1951. Was ship's and department delegate on many Seatrain ships and others. Was on hq tallying committee for Baltimore Building Fund Resolution.

—BALLOT No. 43

For: Norfolk Joint Patrolman

(Vote For One)



ADELBERT (AL) ARNOLD — No. A-147: Joined the SIU, A&G District, in 1944, in the Port of New York, and holds clearances for all strikes and beefs since that time. Has been ship's delegate on a number of different ships, including freighters, tankers and Seatrains, and has brought in many of these vessels clear of any beefs at all. Has sailed in various ratings in the deck department on all the different types of ships.



—BALLOT No. 44

JAMES A. BULLOCK — No. B-7: Joined the SIU in May of 1939, and has sailed steadily since. He was appointed patrolman-dispatcher in the Port of Norfolk in 1946, and has since been elected to that position. Has been active in all SIU strikes and beefs since he joined the Union, and holds clearances for all of them. During the Wall Street Strike, he served in the capacity of area captain. He was also active in Isthmian and Cities Service campaigns.



—BALLOT No. 45

CHARLES V. MAJETTE — No. M-194: Is a member of the Seafarers International Union from its earliest days, joining the Union in 1938 in the Port of Baltimore. Sailed steadily since then in the deck department as AB and bosun. Sailed all through World War II, serving as mate in the national emergency, 1942-46. Ship's delegate on numerous SIU ships. Strike clear on all strikes and beefs since the Union was founded.



—BALLOT No. 46

For: Savannah Agent

(Vote For One)



E. B. (Mac) McAULEY — No. M-20: Member of the SIU since 1943. Sailed all zones during World War II in both steward and engine departments. Was an official SIU observer during 1946 Isthmian election. Was acting Savannah agent in 1946. Has been ship's delegate and engine delegate on numerous ships. Was patrolman-dispatcher in Savannah during 1952-53. Served as headquarters organizer 1953-54. NY dispatcher 1954. NY joint patrolman 1955-'56. Now acting Savannah agent.



—BALLOT No. 47

For: Savannah Joint Patrolman

(Vote For One)



NEVIN E. ELLIS — No. E-70: Is a charter member of the SIU, A&G District, transferring to the SIU when it was first organized. Sailed all during the war, visiting all of the various war zones. Served as dispatcher in the Port of Tampa in 1949 and 1950. Has been active in all SIU strikes and beefs. Elected Savannah joint patrolman for '53-'54 and '55-'56. He has been elected and has served as department and as ship's delegate on many of the ships he has sailed.



—BALLOT No. 48

For: Tampa Agent

(Vote For One)



TOMMY BANNING — No. B-12: Has been an active SIU member since joining the Union in 1938. Took part in the early organizing drives in various shipping companies. Served for several years in the US Army in World War II. On returning, was appointed SIU representative in Puerto Rico. Worked in various capacities in headquarters hall in 1951. Appointed joint patrolman in the Port of New York in 1952. Elected NY deck patrolman for '53-'54. Elected Tampa agent, '55-'56.



—BALLOT No. 49

JAMES MARTIN DAWSON — No. D-82: Became member of the Seafarers International Union in 1946 in the Port of New York. Holds clearances for all major Union beefs such as General Strike of 1946 and Isthmian Strike, 1947. Participates actively in shipboard affairs and has been elected many times to represent his shipmates either as department delegate or ship's delegate. Sails in deck department as AB and bosun.



—BALLOT No. 50

GLENIOUS (Glenn) LAWSON — No. L-27: Joined the Seafarers International Union, Atlantic and Gulf District, in Port of Norfolk on November 4, 1944. Has been active member of Union ever since then, taking part in the Union's major strikes and other beefs as well as in the Union's successful post-war organizing program. Elected many times by his shipmates as ship's delegate as well as department delegate in both deck and steward departments, having sailed in both. He now sails AB and bosun.



—BALLOT No. 51

For: Tampa Joint Patrolman

(Vote For One)



A. H. ANDERSON — No. A-11: Joined the Seafarers International Union back in 1939 in the Port of Norfolk. Has sailed steadily since then in the deck department in World War II and afterwards. Has been active in many of the strikes and beefs of the Union since its earliest days and holds strike clearances for all Union actions from 1939 to the present. Has been acting patrolman in the port of Norfolk in the past.



—BALLOT No. 52

BELARMINO (Benny) GONZALEZ — No. G-4: Joined the SIU in 1938, in Tampa. Active in organizing P & O Line and in subsequent P & O Strike. Helped organize Florida East Coast Car ferry in 1940. Was New York dispatcher in 1946-47, steward department patrolman in 1948. Elected Baltimore steward patrolman in 1949. Served as AFL organizer in Florida. Was patrolman in Tampa, patrolman and dispatcher in New York during 1953-54. Elected Tampa joint patrolman '55-'56.



—BALLOT No. 53

HUGH C. RANDALL — No. R-248: Was member of old AFL Seaman's Union and joined SIU in 1938 when Union was first chartered. Sailed throughout World War II. Has strike clearances for every SIU beef from the day the Union was founded down to the present, 19 years in all. Has been elected ship's delegate or engine delegate on most of the ships he has sailed on and is fully familiar with Union procedures and operations.



—BALLOT No. 54

For: Mobile Agent

(Vote For One)



CAL TANNER — No. T-1: Charter member of the SIU since the very beginning. Sailed actively during war seeing service in most combat zones. Active in Isthmian organizing drive both on ship and ashore as organizer. Elected Mobile port agent for every year since 1947. Participated in various A&G District organizing drives of past years. Active in all SIU beefs and holds clearances for all strikes the Union has engaged in since it was first organized.



—BALLOT No. 55

For: Mobile Joint Patrolman

(Vote For Three)



HAROLD J. FISCHER — No. F-1: In SIU since 1938. Sailed steadily in engine department during war until December, 1943, when appointed Mobile dispatcher. Was drafted into US Army in 1944 and discharged in 1946. Returned to sea. Served again in Mobile as patrolman-dispatcher for four years from 1946 to 1950. Has clear record on all strikes. Served as SIU West Coast representative and San Francisco agent. Elected Mobile joint patrolman for '53-'54 and '55-'56.



—BALLOT No. 56

ROBERT J. JORDAN — No. J-1: Sailed since 1938 in engine department. Was organizer in Gulf area for Isthmian ships and tugboats from September, 1945 on. Served as Mobile engine patrolman, February, 1946. Was acting dispatcher and organizer in that port. Was elected engine patrolman in Mobile for 1947 and reelected in 1948. Elected joint patrolman in Mobile 1949-1952. Elected engine patrolman for '53-'54 and '55-'56. Active in all SIU beefs.



—BALLOT No. 57

LEON M. KYSER — No. K-259: Was in armed forces during World War II. Joined Seafarers International Union in the Port of Mobile after being discharged by Uncle Sam. Sailed steadily since then. Has clear record and clearances for all Union beefs including 1946 General Strike and 1947 Isthmian Strike. Sails steadily out of Mobile and New Orleans. Sails in the deck department with the SIU.



—BALLOT No. 58

WILLIAM J. (Red) MORRIS — No. M-4: Sailed since 1939 and through World War II until appointed acting agent for Jacksonville in March, 1945. Was later assigned to New York and then to Norfolk as patrolman. Served as acting agent in Charleston, SC. Appointed patrolman for Mobile in 1947. Was elected deck patrolman in Mobile for 1948, joint patrolman in '49 and deck patrolman for '53-'54 and '55-'56. Has clear record on all Union beefs.



—BALLOT No. 59

WILLIAM R. STONE — No. S-647: Joined Seafarers International Union in Mobile in 1942. Sailed in deck department for eight years and then changed over to steward department ratings and has been



department delegate and ship's delegate many times both as a deck department member and in the steward department. At present is ship's delegate and crew cook aboard the Alcoa passenger ship Alcoa Corsair. Has sailed regularly for Alcoa in last five years.

—BALLOT No. 60

For: N' Orleans Agent

(Vote For One)



LINDSEY WILLIAMS — No. W-1:

Joined SIU A & G District in January, 1942, in New Orleans. Sailed in the deck department during the war in practically every war zone. Served as Gulf area organizer during Union drive to organize Isthmian. Led drive on American Trading and Producing. Director of organization for Cities Service drive and was responsible for bringing many new companies under contract. Elected New Orleans port agent since 1950.

—BALLOT No. 61

For: N' Orleans Joint Patrolman

(Vote For Three)



TOM GOULD — No. G-267:

Joined SIU in Port of New Orleans on December 23, 1942. Sailed regularly through war years. Active in Union's post-war organizing campaigns at Isthmian and Cities Service. Took part in 1946 General Strike and other major Union beefs through the years. Elected to various rank and file committees. Served as welfare services representative, dispatcher and patrolman in New York. Also served as joint patrolman in Seattle. Elected NY deck patrolman, 1955-'56.



—BALLOT No. 62

C. J. (Buck) STEPHENS—No. S-4:

One of early members of SIU, joining in December, 1938. Active in 1939 Isthmian Strike, 1939 Bonus Strike, 1946 General Strike and 1947 Isthmian Strike when company was signed. Served A&G District in many capacities from dispatcher to agent in New Orleans. Sailed in all combat zones during WW II. Elected New Orleans engine patrolman since 1947.



—BALLOT No. 63

C. M. (Whitey) TANNEHILL — No. T-5:

Joined the SIU A&G District in June of 1943. Since that time he was active in the Isthmian organizing drive, and also in the Cities Service organizing campaign. He holds clearances for all SIU strikes and



beefs since he joined the Union. In 1948, elected Boston joint patrolman. Elected joint patrolman for Galveston '50-'51. Elected New Orleans deck patrolman for last four years. Was acting Houston port agent.

—BALLOT No. 64

For: Houston Agent

(Vote For One)



A. (Frenchy) MICHELET—No. M-14:

Joined the Seafarers International Union in the Port of New York in 1941. Sails in steward department and holds all ratings in department. Active on behalf of Union in many beefs. Participated in new headquarters construction program. Served union in various capacities in New Orleans, Savannah, Houston and New York. Was dispatcher and patrolman in New York, elect-



ed Savannah port agent for 1955-'56 and is currently serving as acting port agent for the port of Houston.

—BALLOT No. 65

For: Houston Joint Patrolman

(Vote For One)



JAMES L. ALLEN—No. A-90:

Joined the Seafarers International Union in the Port of Mobile. Sails in the deck department. Active in the 1946 strike in Galveston. Also participated in 1951 Isthmian beef. Has clear record on all other Union actions. Has been ship's delegate and departmental delegate on many occasions on SIU ships. Now sailing as bosun aboard the Seatrain Texas on the coastwise run.



—BALLOT No. 66

RALPH B. GROSECLOSE—No. G-63:

Started sailing with the Seafarers International Union in 1943 and has been an active seaman since then with at least ten years sea time. Took part in the 1946 General Strike in Mobile and has clearances for all other beefs. Ships most of the time from Texas ports and is familiar with shipping in that area. Has also shipped from Baltimore and Seattle. Sails in the deck department.



—BALLOT No. 67

CHARLES KIMBALL—No. K-2:

Active member of SIU since Union was first organized in 1938. Sailed at all times in deck department until 1944 when appointed patrolman for Mobile. Acted as West Coast representative of Union in San Francisco in 1945. Elected Mo-



bile port agent in 1946 and was appointed patrolman and dispatcher in 1947 in Mobile. Sailed 1948 to 1951, then elected Galveston joint patrolman in 1952. Re-elected joint patrolman since then.

—BALLOT No. 68

CHARLES (Danny) MERRILL—No. M-442:

First started going to sea back in 1937. Joined the Seafarers International Union in the Port of Philadelphia in November, 1942. Sails in the deck department. Has been elected by his shipmates as ship's delegate and department delegate on numerous occasions and has many years' experience as a working seaman.



—BALLOT No. 69

WALTER J. (Bill) MITCHELL—M-22:

Joined the Seafarers International Union in the Port of Norfolk in 1944. Started sailing in the deck department and later in engine department where he now sails as electrician. Has clearances for all SIU strikes and participated directly in a number of strikes and beefs. Has been chosen many times by his shipmates to serve as departmental and ship's delegate aboard SIU ships.



—BALLOT No. 70

For: S. Francisco Agent

(Vote For One)



MARTY BREITHOFF—No. B-2:

Started sailing with SIU in 1942 and sailed during World War II in all combat zones in both engine and steward departments. Served on grievance committee in Tampa during 1946 General Strike. Was shipboard organizer at start of Cities Service drive in 1946. Served as chief dispatcher, Port of New York, in 1951 and 1952. Elected NY joint patrolman 1953 to present. Currently West Coast Representative.



—BALLOT No. 71

A. W. (Andy) GOWDER—No. G-352:

Became member of the SIU Atlantic and Gulf District in Savannah in 1944. Since that time has been active in all Union beefs, strikes and organization drives. Participated in 1946 General Strike and in Isthmian organizing drive and Isthmian Strike. Served on numerous committees in the Union's branches. Elected delegate, chairman and recording secretary on many SIU ships. Sailed during World War II and Korean War.



—BALLOT No. 72

Information On SIU Election

Balloting begins November 1 and runs through December 31. There are 72 candidates running for 39 posts.

Voting will be conducted in all ports. At the close of each voting day, the port polling committee will mail all ballots by registered or certified mail to the Commercial State Bank and Trust Company in New York City.

The bank will keep all ballots locked in a vault for the duration of the voting as required under the SIU constitutional amendments recently voted by the membership.

The headquarters tallying committee which will conduct the final tally will include representatives from Baltimore, Mobile, New Orleans and San Francisco, all rank and file members elected at membership meetings.

Newly-elected officers will take over as of midnight of the day they are certified as elected through membership approval of the tally committee's report.

