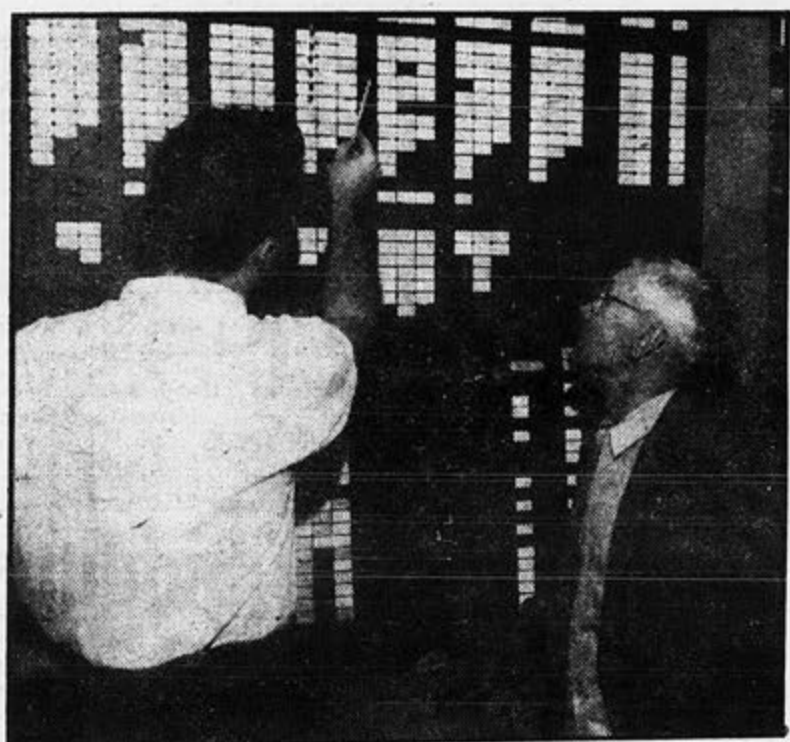


64-0 VOTE FOR SIU SHUTS OUT DIST. 50

Story On Page 3

La. Tideland Tugboats Go SIU

Story On Page 2



Four Seafarers, Daughter Of SIU Member Awarded \$6,000 Union Scholarships

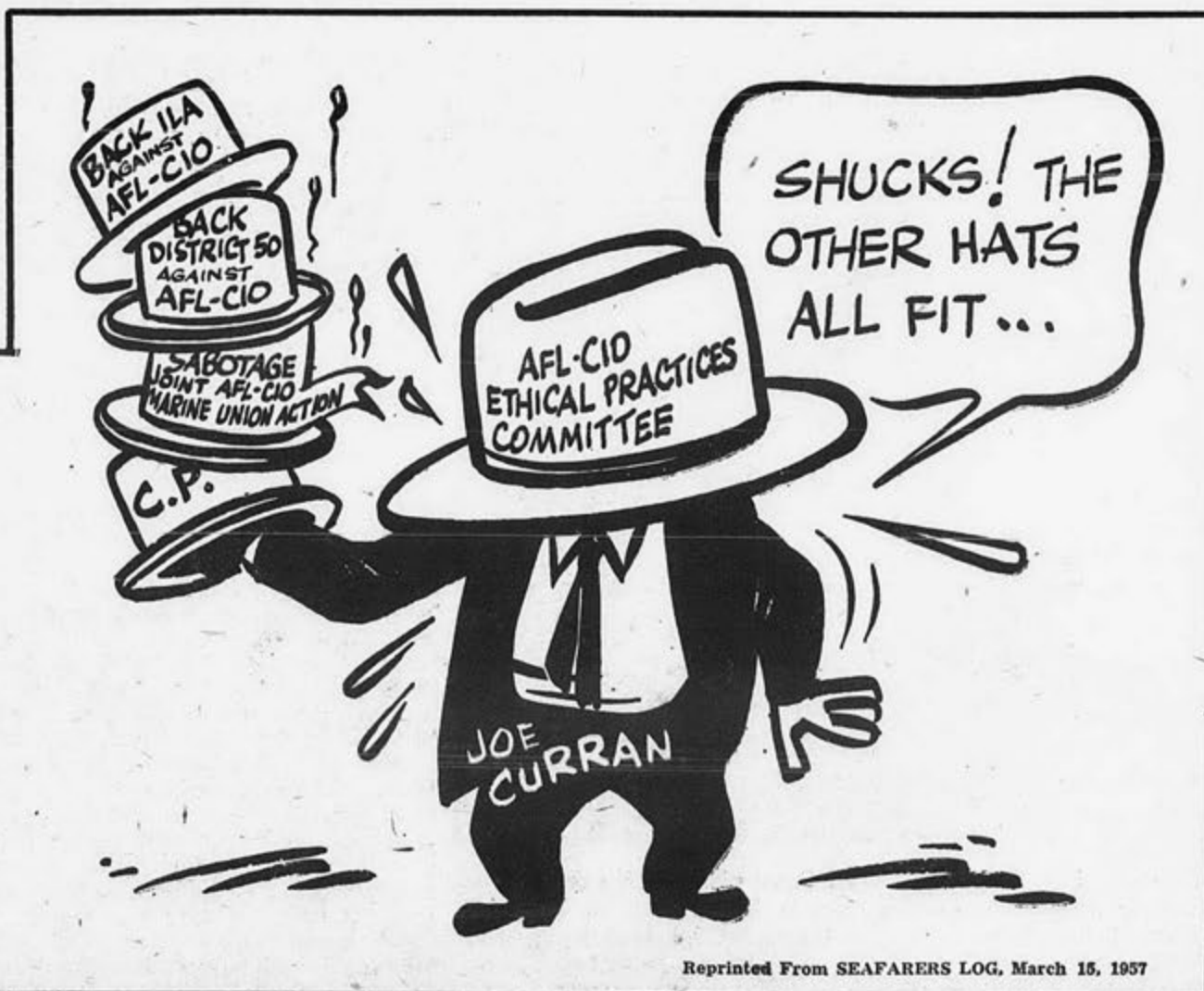
Story On Page 3

He's Going Back. West Coast oldtimer Carl A. Landberg of the Sailors Union (right) looks for names of shipmates in the American Coal fight, as an SIU headquarters staffer points them out on the board. Landberg, a 43-year sea vet, is ready to go back into the ACS fleet after recovering from illness on the Martha Berry. He said stories of SIU "defections" were NMU "pipe-dreams." (Story on Page 2.)

When the coal ship battle opened, NMU President Joseph Curran sneered he would "whip SIU." But as it turned out, SIU refused to be whipped. Now Curran has petitioned for an NLRB election on the ships despite an SIU majority. He has claimed NMU would win because of "defections" by SIU of NA seamen—a pretty thin claim at best.

Now evidence has turned up that thousands in cash and other favors have been offered as bait for "defections."

Knowing Curran's past record including his admiration for the "great and wise leadership of Comrade Stalin" it is understandable that he still clings to the Stalinist tactic of any means to an end. That hat looks bigger than ever.



Call More Coal Jobs; SIU Lead Now 102-94

NORFOLK—The call for replacements aboard the American Coal ship Harry Glucksman resulted in a further gain for the SIU last week. Two National Maritime Union men got off the ship and were replaced by Seafarers, giving the SIU a lead of 102 to 94 throughout the coal shipping fleet.

The Glucksman was the only ship to come in during the two week period in the continuing battle for a majority of the coal ship jobs. Actually, four jobs were called for, and all won by the SIU, but two of the four men who were supposed to get off stayed aboard the ship. No Seafarers or members of SIU West Coast affiliates got off the ship.

It is clear at the present that the SIU lead has resulted from the greater determination of oldtimers from the SIU, the Sailors Union, the Marine Cooks and Marine Firemen to ride these ships until victory is won. The figures on re-

NMU Tips Mitt On Election Bid, Propaganda Aim Revealed

BULLETIN—The fact that the National Maritime Union petition for a National Labor Relations Board election in the American Coal Fleet was purely a propaganda move has become more and more obvious with each passing day. At the time of its petition for an election two weeks ago, the NMU was trailing in jobs on the American Coal ships by 100 to 96. The SIU lead has increased in the past two weeks to the present 102 to 94 count.

The tipoff on the NMU's move appeared in the last issue of the "Pilot" which stressed that despite the NMU petition "the election may not be held for months" and said that the SIU would obviously be responsible for stalling a vote. The NMU bid for an election was headlined then as a means to a "showdown" in the coal ship fight despite the fact that the SIU was ahead.

And now comes an NMU move just yesterday at an informal conference at the Labor Board at which the NMU rejected an NLRB proposal which would have had the effect of hastening the election. It appears that this is typical of the Curran tactic of rushing in with loud phrases and letting the facts catch up with him later.

The SIU position since the start of the coal beef last fall has been that the issue must be decided by an election, but under conditions that would protect the rights of the men. An election would be the natural outcome of the steps taken by the SIU against the company.

rently headed for Yugoslavia with a grain cargo.

The changes in the operation of the ships highlight a severe decline in coal shipping rates to the point where runaway ships are once again monopolizing the trade.

Coal rates are down around \$7 a ton from a high of \$12 or more last fall and winter.

Maritime Administrator Clarence Morse cited the weak situation of US coal shipping on June (Continued on page 15)

Gulf Tideland Tug Boats Go SIU In NLRB Vote

NEW ORLEANS—Towboatmen employed by the National Lead Company, Baroid Division, voted by a four to one majority in favor of SIU-Harbor and Inland Waterways Division representation in an NLRB election conducted here June 10-11.

Supplier For Drilling

The company is a major supplier of drilling mud and chemicals used in the Louisiana tidelands oil exploration and production industry. It operates four small pusher-type tow boats and one service barge

in the intracoastal canal from New Orleans to Cameron, Louisiana, and in the offshore waters of the Gulf of Mexico. This industry is now growing rapidly.

Fifteen men employed on the company's vessels cast ballots and voted 12 to 3 for SIU-HIWD representation. The bargaining unit includes 18 employees but two men did not meet payroll eligibility requirements and a third did not exercise his right to vote.

The company began its marine operations about a year ago with one boat and is expected to expand further in this field in the coming year.

Completed Big Plant

The Baroid Division only recently completed a big production plant on the Industrial Canal in New Orleans.

Negotiations are expected to begin soon with the company for a full SIU-HIWD agreement to extend the benefits of superior SIU wages, working conditions and job security provisions to the men in the Baroid fleet, Lindsey J. Williams, New Orleans port agent, said. "The outcome of this election is further evidence that unorganized inland waterways workers recognize the need for SIU-HIWD representation as the only positive manner in which they can bring their wages and working conditions up to the standards enjoyed by union men."

Seafarer Claudio Barreiros,

has been found dead of stab wounds in his fore'sle aboard the Casimir Pulaski. Police in Genoa, Italy, took into custody NMU member V. Goyenechea. Newspaper accounts of the



incident said that the veteran SIU member died of stab wounds from a pair of shears. No further details are available at the moment. Barreiros, a native of Spain, was 64 years old. He was sailing as oiler aboard the American Coal ship.

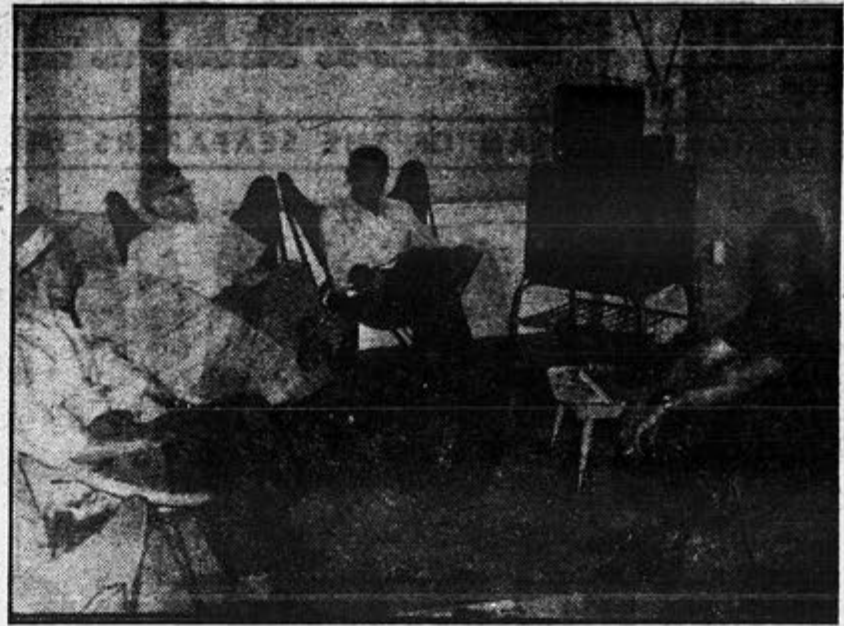
placements for original crewmembers so far show that 28 NMU men have gotten off these ships voluntarily when they came in for replacements as against only 18 SIU men. Six of these SIU men were fired by the company.

Two Ships Tramping

On the company's side there have been some significant developments indicating important changes in the company's plans. Formed originally for the purpose of carrying coal to Europe, the company now has two ships in the Liberty tramp trade. The Martha Berry is carrying ore from South America on the Mooremac run, while the Coal Miner, the only ship owned by American Coal, is cur-



Oldtimers from the SIU and West Coast affiliates take time out to enjoy a meal at the breakfast bar in the Colley Street hall. Included in the picture are William Dupre, MCS, behind the counter; William Miller, MCS, (back to camera); Walter Pottle and Charlie T. Morrison, (with hat.)



Waiting for shipping calls for ACS vessels, old timers from the East and West Coasts relax around the TV set in the Colley Street hall in Norfolk. The hall was set up for the duration of the beef.

Sailor Laughs Off NMU 'Pipe Dream'

Ready to plunge back into the American Coal Shipping beef, SUP oldtimer Carl A. "Captain Charley" Landberg ridiculed National Maritime Union claims of support from West Coast men as "one of Joe Curran's pipe dreams."

Landberg was in New York on his way back to Norfolk after being taken off sick from the Martha Berry in Italy. When shown newspaper stories in which NMU claimed there was resentment among SUP men on the coal ships, he snorted, "that's a lot of NMU baloney. Curran has as much chance of getting a Sailor to support him as a snowball has in the boiler room."

Gave Up Jobs

Landberg pointed out that he, like other SUP men, gave up good jobs with top SUP pay "the best wages in the business" to sail the coal ships. "With the kind of wages and overtime we have on the West Coast," he said, "I could make more in one month on an SUP ship than in several months on one of these coal buckets with their NMU-style pay and conditions."

"But as a Sailor, I know how much my union has done for me. When the Sailors Union goes on record to assist our brothers in the A&G District, then any beef a Sailor like myself can take part in to protect my own conditions and help my union is a beef I'll pitch into. "Anyway," he concluded, "what Sailor worth his salt wouldn't grab

at a chance to take on the NMU in a beef? There's plenty more like me out on the Coast who would be happy to if they had the seatime."

The SUP oldtimer, who was deck utility on the Berry, has a record of 43 years' at sea behind him. "I'm heading back to Norfolk," he concluded, "and shipping out again until these coal ships are SIU."

SIU Crews 1st Isthmian Victory Ship

MOBILE—The first of two Government-owned Victory ships chartered by SIU-contracted Isthmian Lines crewed here yesterday and sailed for a loading berth. The Plymouth Victory will take on cargo in Houston Saturday, and then sail coastwise to New York before leaving for the Persian Gulf.

The Wellesley Victory, the second of Isthmian's chartered ships, will crew here July 5 and load in Houston for the India run. Both vessels have been in Mobile shipyards, getting ready for service.

The two ships were originally chartered to State Marine Lines for its berth operations. They were turned back to the Government by States Marine and assigned to Isthmian for liner operations on its Persian Gulf and India runs.

MFOW Agents Hold Meeting

SAN FRANCISCO—Officials of the Marine Firemen's Union wound up the final session of their annual Agents' Conference here late this week. The meetings were held in conjunction with the formal opening of the new MFOW headquarters on June 7th.

All MFOW agents and headquarters officials, led by union president Sam Bennett, took part in the discussions. One of the key topics concerned a series of proposed amendments to the firemen's constitution.

Also on the docket were plans for the merged pension plan of the SIU Pacific District.

SEAFARERS LOG

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PAUL HALL, Secretary-Treasurer

HERBERT BRAND, Editor. BERNARD SEAMAN, Art Editor. HERMAN ARTHUR, IRWIN SPIVACK, AL MASKIN, JOHN BRAZIL, Staff Writers. BILL MOODY, Gulf Area Representative.

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SIU SWEEPS TUG VOTE

1. Baltimore SIU Wins Unlicensed Tug Vote
2. District 50 Pickets Tugs—Paint Bombs Hit SIU Men's Homes
3. SIU Petitions For Tug Officers' Vote
4. Spring Phony Charge On SIU Port Agent Just Before Voting
5. SIU Agent Cleared; City Fed Demands Probe Of Frame-Up
6. SIU Wins Tug Vote By 64-0 Margin
7. Dist. 50 Seeks To Block NLRB Election

Here in headline form is sequence of events exposing tactics employed against SIU to block its sweep in Baltimore harbor.

Blanks District 50 By 64-0 Margin

BALTIMORE—The SIU hung another lopsided trouncing on District 50, United Mine Workers, here this week, when mates and engineers at six Baltimore tugboat companies voted 64 to 0 in favor of the SIU's Harbor and Inland Waterways Division. There were no "no union" votes in the National Labor Relations Board balloting.

In a previous vote for unlicensed crewmembers, the SIU had landed an equally convincing haymaker by a count of 146 to 9 "no union" ballots, giving District 50 just nine votes in the entire harbor.

The crushing SIU victory came after frantic District 50 attempts to wreck the SIU campaign at any cost. After the SIU win in the unlicensed vote, District 50 called a "strike" on the tugboats and posted pickets. However, after a few days, all the boats in the harbor were moving again without difficulty.

The night before the election (Thursday) city police swooped down on the Baltimore SIU hall and arrested Baltimore SIU port agent Earl Sheppard on gambling charges. A search warrant had been issued Monday. The arrest came after the barber in the Baltimore hall barbershop was picked up on a charge of making book.

The arrest of Sheppard, of course, meant that the Baltimore newspapers would have headlines to the effect that "SIU agent is arrested" on the day of the vote.

When Sheppard appeared in court, the police officers admitted they had no evidence against him. The arrest, they said, came as the result of an anonymous phone call. The judge released Sheppard remarking there was no evidence whatsoever he was involved.

The Baltimore Federation of Labor has adopted a resolution calling for an investigation into the phony charges and frame-up against Sheppard.

Police officers who made the arrests had picked up the barber's bill pad and sent it to the police lab for examination. They claimed that a slip on top of the pad (a member's dry cleaning bill) had left impressions showing the names of two horses. No evidence of this slip was produced in court. The barber is being held for grand jury proceedings.

By strange coincidence, captains of two tugs who sailed their boats despite the District 50 picketlines were targets of paint bombings in their homes. In one instance a can

of paint was thrown through the French doors of the skipper's home. It exploded inside the living room, narrowly missing his daughter who was drenched with white paint. Heavy damage was done to rugs and furnishings. The second paint bombing hit the outside of a brick home, narrowly missing a window under which the tug captain was sleeping.

In addition, District 50 went to the National Labor Relations Board in efforts to nullify and block the election. The board rejected the District 50 move since the catch-all union, as an affiliate of the United Mine Workers, has not filed the required non-Communist affidavits and is not eligible to make use of the services of the Board.

The outcome of the mates' and engineers' votes leaves clear sailing for the SIU is negotiating a contract for the tugboat workers;

Four Seafarers, One Daughter Winners Of SIU Scholarships

For the second year in a row, four Seafarers and the daughter of an SIU man led the field to win the five \$6,000 Andrew Furuseth Memorial Scholarships awarded by the SIU Welfare Plan for 1957. The awards are among the most valuable scholarships available in the United States.

The winners are Richard A. Harford, electrician, of New York City; John W. Logan, FWT, Poughkeepsie, NY; Gene R. Sinclair, AB, Oxford, England; Edward Skorupski, electrician, Plainville, Conn., and Miss Joyce DeVries, daughter of Seafarer Peter DeVries, steward, of Hatboro, Pa.

They were named Monday, June 17, by the trustees of the Welfare Plan on the recommendation of a panel of college administrators. The selections were based on the candidates' past scholastic records, their scores on the standard College Entrance Board examinations and general ability.

The fact that four active Seafarers won four of the five scholarships again this year as in '56 "is solid justification for this program," SIU Secretary-Treasurer Paul Hall commented. "It demonstrates once again that the professional seaman is a responsible individual who can more than hold his own in competition with youngsters fresh out of school. All of the winners deserve the commendation of their Union brothers for a fine showing."

A total of 23 awards worth \$138,000 have been made by the Welfare Plan since 1953. Thirteen of them have gone to Seafarers, seven to daughters of Seafarers and three to the sons of SIU men.

One of this year's winners, Gene Sinclair, is now completing study at Ruskin College, Oxford, England, under a one-year scholarship awarded in 1956 by the Institute of International Education. He and Seafarer John Sweeney won two of the three awards made by the Institute last year, the first time two members of the same union took the honors in one year.

The panel of educators who aided in the selections consisted of Miss Edna Newby, director of admissions, New Jersey College for Women; F. D. Wilkinson, former registrar, Howard University, who recently retired; Bernard Ireland,



Chief electrician Ed Skorupski (left), one of four Seafarers awarded an SIU scholarship Monday, is wreathed with smiles after getting the news. SIU Welfare Plan trustee Charles Logan congratulates Skorupski on his good fortune. He plans to enter New York University this fall for training toward a teaching career.

assistant director of admissions, Columbia College; Elwood C. Kastner, registrar, New York University, and C. William Edwards, director of admissions, Princeton University.



Sinclair



Harford



Logan



Miss Joyce DeVries, 18 (left), and her father Seafarer Peter DeVries.



Two Hurt In Hold-Up On SIU Ship

Two stocking-masked holdup men boarded the Robin Tuxford as she was tied up at Jersey City, shot the captain and seriously injured the chief steward in an attempt to get the ship's four-month payroll.

The men, one armed with a gun and the other with a set of leg irons, entered the quarters of Captain Kenneth L. Chambers while he was conferring with chief steward Lowell E. Harris and demanded the vessel's payroll.

Chambers told them that there was no payroll on board and jumped the bandit with the gun. Harris joined in the struggle and was clubbed over the head with the leg irons. The other man shot Chambers twice in the back when he ran from the cabin to call the crew. Bleeding badly, Chambers staggered down to the crew mess and roused the gang. Firing one shot at their pursuers, the holdup

(Continued on page 15)



Harris

SIU Reopens Pact

The SIU has notified its contracted operators of its desire to reopen the Union agreement for the discussion of monetary matters. A meeting is being arranged this coming week for the purpose of taking up wages, overtime and other monetary features of the contract.

The last dry cargo agreement took effect on October 15, 1956, and was to run for a two year period until September 30, 1958. However, under a unique clause in the SIU contract, the Union is free to reopen the contract at any time on money matters without waiting for an expiration date or a mid-term reopener.

Big Wage Boost, Hours Cut Won In Seaway Pact

MONTREAL—Details of the SIU Canadian District's first contract with Marine Industries Ltd. show that substantial wage increases and improved benefits and working conditions have been won for 600 crewmembers. As reported in the last SEAFARERS LOG, the District won a decisive victory over a company union in this fleet.

Highlights of the contract are an

Inflatable Life Raft Successful

The four-man crew of an English fishing vessel spent 58 hours afloat in a self-inflated rubber life-raft without "suffering any discomfort" after their vessel sank in quiet seas. In fact, the skipper said he was more comfortable in the raft than in his own bunk on the ship.

The men set adrift after the fly-wheel of their 52-foot vessel broke loose and holed the ship below the waterline. While efforts were being made to pump the water out, the raft was inflated on the deck and loaded with supplies, water, and blankets. When the order to abandon ship was given, the raft was pushed over the side and the men stepped in to it right from the sinking boat.

Flares Missed

Many ships were sighted throughout the next two days, but none spotted the flares sent up. Twice during this time the floor of the raft became soft and required hand pumping to harden it.

Early on the third morning the fishing vessel Douglas was sighted and pillow cases were waved but failed to attract any attention. Two of the men stood in the entrance to the raft and held a blanket between them to form a sail. The raft came within 200 yards of the Douglas before they were spotted.

This type of raft is now under consideration by the US Coast Guard for use on American vessels. It is a small compact raft, packed into a valise. The valise is thrown into the sea, and a cord attached to it is pulled, setting off a gas cylinder which inflates the raft in seconds. A protective double-skinned canopy is also inflated, offering covering from the rain and sun. Flaps on the sides of the canopy can be pulled down, completely closing in the entire raft.

The rafts come in several sizes, depending on the number of crewmen that may have to be accommodated.

One of the main advantages to these rafts, besides the protection they give from the elements, is that they can be launched more easily in rough seas than can the conventional lifeboats. There is no damage suffered to the raft if it collides with the ship, whereas most wooden rafts would sink on collision during launching.

across the board wage increase of 20 per cent, complete retroactivity at the new rates back to the start

of the current navigation season; room and board allowance of \$86.40 a month, and coverage by the Canadian District welfare plan. The contract also provides for an eight-hour working day. Previously, crewmembers on the company's dredges had been forced to work as much as 10 hours a day, seven days a week.

Boss Now Pays Welfare

The welfare plan provision requires the operator to contribute 20 cents a day per man to the plan. Before the agreement was reached, crewmembers had to pay for insurance coverage out of their own pockets.

The agreement was signed 10 days after the crewmembers walked off their jobs to protest management efforts to promote a company union, and deprive them of their bargaining rights. It also followed by 40 hours a Canada Labor Relations Board decision that the proposed union was company-dominated and illegal. The Board acted after 300 men appeared at public hearings in Ottawa to testify on the company's relationship with the company-sponsored union.

Marine Industries Ltd. is one of the major companies engaged in dredging and construction operation on the Canadian side of the St. Lawrence Seaway. It operates a large number of boats on the job, including 34 dredges. Some of the larger dredges carry crews of 65 to 70 men each.

Balt. Ship Jobs 'Fair'

BALTIMORE—Things in this port are going along very well, reports Earl Sheppard, port agent. "Shipping has been only fair during the past two-week period as registration outnumbered shipping in a small degree," he said. But there was no trouble for any Class A men since a large number of Class B and C men also shipped.

There were 12 payoffs, 8 sign ons, and 12 ships in transit. The Chilore, Feltore, Baltore, Santore, Oremar (Ore); Evelyn, Emlia (Bull); Cantigny (Cities Service), George A. Lawson (Penn. Shipping), Orion Clipper (Colonial), Shinnecock Bay (Veritas) and Robin Hood (Seas Shipping) paid off while the Chilore, Baltore, Feltore, Oremar, Santore (Ore), Texmar, Bethcoaster (Calmar), and Shinnecock Bay (Veritas) signed on.

The Robin Sherwood, Robin Gray, Robin Goodfellow (Seas Shipping); Alcoa Ranger, Alcoa Roamer (Alcoa); Steel Apprentice (Isthmian); Seamar, Marymar, Portmar (Calmar); Raphael Semmes (Waterman); Venore, Cubore (Ore) were in port to be serviced.

All of the ships were in good shape, with no major beefs, thanks to the cooperation among the delegates and crews.

**You don't
shut your eyes
while shaving
with a
straight edge razor**



SO WHY TAKE CHANCES ON THE JOB?

Everybody knows that a straight edge razor is a mighty dangerous implement to slice your whiskers with. That's obvious. Unfortunately, other equally-dangerous practices are sometimes not so obvious, whether they involve chipping without goggles, stepping into a bight or anyone of a half-dozen common causes of injury.

Recognizing these points of danger is half the battle. Taking action to avoid them is the other half. But if you're not aware of them there isn't much you can do to prepare for an emergency.

That's why it is so much in the self-interest of every Seafarer to participate personally in shipboard safety meetings and to learn to avoid practices and work habits which invite injury. The shipboard meetings can go a long way to spread information on what to do and what not to do on the job.

Attend your shipboard safety meetings. Learn, and practice, the safe way of doing your work—and everybody will benefit, including you.

Want To Sail Engineer? See BME

The Brotherhood of Marine Engineers is now recruiting licensed men to fill open jobs resulting from new contracts and expanded service by several of its operators. It prefers men who have come up from the fore with its affiliated unions, men who know their jobs and share the outlook of the SIU of NA. If you're interested in using your ticket, consult the nearest BME representative, or inquire at any SIU hall.

An SIU Ship is a Safe Ship

Boilermakers Union Joins M'time Dept.

WASHINGTON — The Int'l. Brotherhood of Boilermakers has become the 11th AFL-CIO union to join the AFL-CIO Maritime Trades Department. The Boilermakers affiliated with the MTD for the marine industry section of its 150,000-man membership.

The Boilermakers maintain 801 lodges throughout the country, with headquarters in Kansas City, Kansas. Top officers are William A. Calvin, President, and William J. Buckley, Secretary. President emeritus Charles J. McGowan is a member of the AFL-CIO Executive Council.

The MTD represents several hundred thousand union members in marine craft industries. Among its affiliates are the various divisions of the SIU of NA, the Masters, Mates and Pilots, the Int'l Brotherhood of Longshoremen, the Commercial Telegraphers, the Grain Millers, the Operating Engineers, the State, County and Municipal Employees, the Teamsters, the Technical Engineers, and the Brotherhood of Firemen and Oilers.

Originally chartered by the AFL in 1946, the MTD includes local port councils of maritime and harbor workers on all coasts which cooperate closely on matters of mutual interest. SIU Secretary-Treasurer Paul Hall is MTD president.

Moving? Notify SIU, Welfare

Seafarers and SIU families who apply for maternity, hospital or surgical benefits from the Welfare Plan are urged to keep the Union or the Welfare Plan advised of any changes of address while their applications are being processed. Although payments are often made by return mail, changes of address (or illegible return addresses) delay them when checks or "baby bonds" are returned. Those who are moving or plan to move are advised to immediately notify SIU headquarters or the Welfare Plan, at 11 Broadway, New York, NY.

Pursers In Delta Vote

Pursers aboard Mississippi Shipping Company vessels have begun voting as of June 12 on whether they wish to affiliate with the Staff Officers Association. The voting will continue until August 31.

The election, being conducted by the National Labor Relations Board, is the outcome of an organizing drive by the SIU-affiliated pursers union on board the Delta Line ships.

The Staff Officers Association currently represents pursers on ships of several major Atlantic and Gulf coast steamship companies.

MA Plans Runaway Deal For Subsidized Operators

WASHINGTON—The Maritime Administration appears ready to throw a \$264 million windfall into the treasuries of American subsidized operators—despite the risk that it may kill off the rest of the US-flag shipping industry in the process.

This move would have great appeal for the free-wheeling Congressional economy bloc, especially, with a record peacetime budget in the offing. It would require no Government outlay for trade-ins and would have the admitted advantage of spurring new construction immediately.

All that would be needed would be a change in the shipping laws to permit transfers of subsidized vessels before they reach the 20-year age limit. Under present law, subsidized operators can trade in their older ships to the Government and apply the trade-in allowance on new construction.

No Replacements Needed

In theory, if they find certain trades undesirable, they already can legally transfer 20-year-old ships and not commit themselves to build any replacement tonnage. In these cases, subsidy contracts would be amended downward and that's all there would be to it.

The feeling of the MA is that by allowing the operators to transfer their ships now, even before they hit the age limit, the operators can get a better price on them and save much more of the costs of new construction. This would cost the Government nothing except the value of the ships that

would otherwise go into the reserve fleet.

One major aspect of this situation is the effect transfers of subsidized C-type cargo ships, Victories and passenger ships would have on the remaining non-tanker section of the US-flag industry. The tramp companies, operating Liberties only, would be in rough shape competing with foreign-flag C-types and Victories. Non-subsidized dry cargo fleets using C-types would be at a similar disadvantage.

In the case of the passenger ships, the addition of American-built liners to the already mushrooming foreign-flag passenger fleet would make the going tough for all US-flag passenger operators, especially the newer ones. Fortunately for the passenger ship companies, they know they can always count on going to the Government for more operating subsidies on this score. Congress always appears susceptible to the "prestige" argument that we must have at least a couple of fair-sized liners under the American flag—if only for appearance's sake.

Price Spread

The form this huge giveaway would take is explicit in the MA's own figures based on today's ship market prices and the estimated trade-in value of these ships at 20 years of age. The trade-in value of the 298 passenger and dry cargo vessels in the subsidized fleet is reckoned as \$589 million and the present market value at \$853 million. Ships of 15 subsidized lines would be involved.

Since the average age of the subsidized fleet is but 12 years and there is such great emphasis on the need for new construction now, the 20-year rule is likely to go. Most of the Federal officialdom concerned, with the exception of Labor Secretary James Mitchell, is counting on "assurances" that the transferred ships would still be under "effective US control" in the case of an emergency.

Announcement of this policy was tipped a few weeks back when a Navy spokesman at a Senate subcommittee hearing on the Mag-

nuson bill for strict limits on transfers said the Navy would not oppose switching ships such as the US Lines' America to a runaway flag. This followed Congressional rejection of a \$90 million appropriation for the MA's ship replacement program. Part of that fund was to provide a start on a replacement for the aging America.

The shipowner groups put up very little opposition to these cuts, a hint that they were aware of the new policy that would be forthcoming. For example, US Lines, under the program now in view, could get \$9 million for the America on the world market, far more than it could count on in a trade-in.

The future of all segments of the US merchant fleet will depend in large part on how fast the operators rise to the bait. If the law is indeed changed and they start trying to dump too many ships on the market at the same time, they may be in for a different headache.

Six-Yr. Job High Topped In Houston

HOUSTON—"Busy" was hardly the word for this port during the past two weeks when a record total of 315 men were dispatched to jobs.

The record topped all shipping for the last six years in the Texas port area. The closest figure for shipping in one period from the Houston-Galveston area was attained almost six years ago, in mid-November, 1951. Shipping that period totalled only 235 men, still way off.

Since SIU shipping operations shifted from Galveston to Houston in November, 1954, the best that Houston has been able to come up with since then was 152 men shipped last September.

SIU port agent Bob Matthews attributed the "extraordinary" activity to the wide assortment of payoffs and in-transits. There were six payoffs, the Sea Comet II (Ocean Carriers); Alice Brown, Margaret Brown (Bloomfield); National Liberty (American Waterways); Irenestar (Traders) and Ocean Ulla (Ocean Trans). All but the Ulla signed on again.

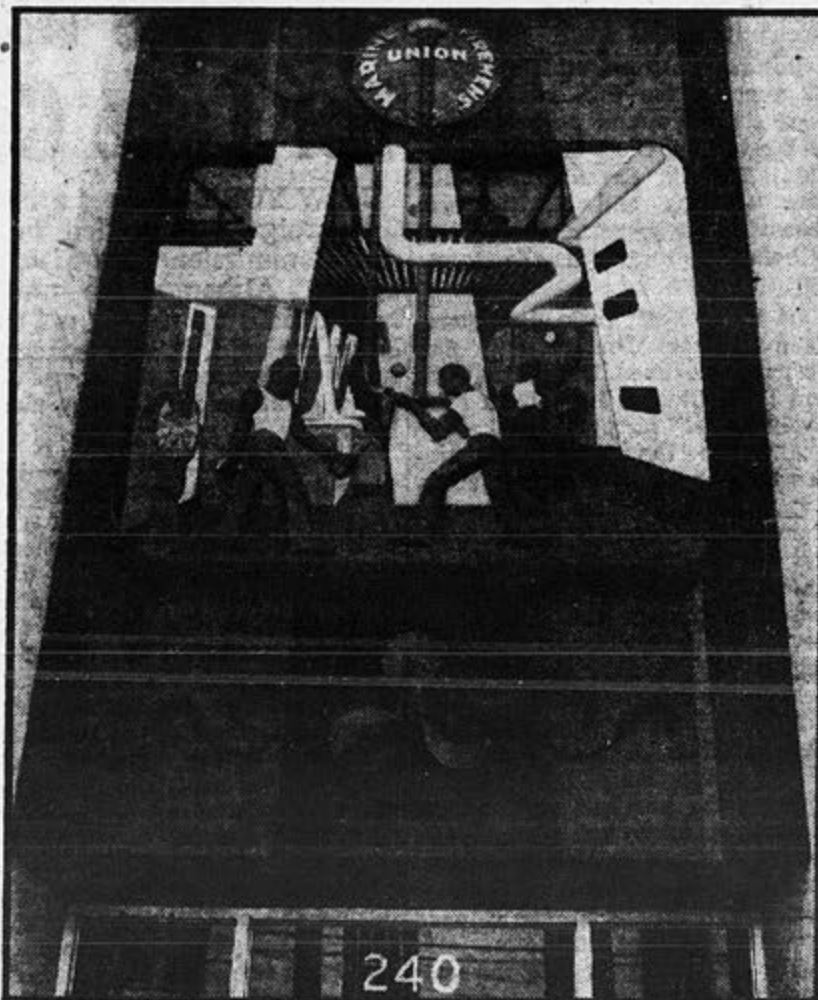
Eighteen in-transit vessels were also listed for the period, covering ships for Isthmian, Seatrain, Pan-Atlantic, Mississippi, Waterman, Valentine, Peninsula Navigation, American Waterways, Dolphin, Bull and Bloomfield.

Due to the unusual job situation, men from Lake Charles and New Orleans were called on for some jobs "until we finally got the last man needed aboard," said Matthews. However, the immediate future is not quite as bright. "As anyone who ships out of here more or less regularly knows, shipping here comes in spurts."

Launch New Marine Firemen's Hall



MFOW President Sam Bennett (left) welcomes guests at formal opening of new Marine Firemen's hq. in San Francisco. Decorative mural in front of building (right) depicts members' work. Guests included (l to r) Mike Sheehan, Canada SIU; J. J. McNulty, SUP; Jack Regan, BME; Jerry Demitratos, SUP; MCS patrolman John Stathis; Walter Stanley, MFOW, SIU SF agent Marly Breithoff.



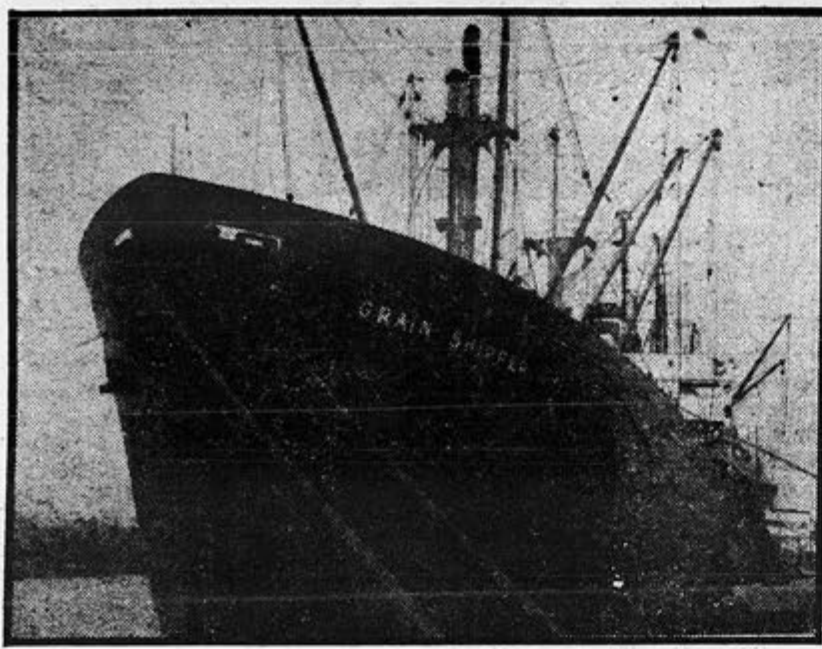
SF Quakes Crack SUP Bldg. Steps

SAN FRANCISCO—It will cost some \$3,000 to repair damage to the SUP headquarters building caused by earthquakes during the past few years, and to enlarge the dispatch board.

Earthquakes, including the one which shook San Francisco during the SIUNA convention, have caused damage to both the interior and the outside of the building. The terrazzo steps on the Harrison street side have cracks in them, as had some of the linoleum in the building.

The dispatch counter is to be lengthened eight feet in order to accommodate the new electric shipping board to be installed soon. Acting on a recommendation by Secretary Morris Weisberger, the membership recently voted to replace the present board in San Francisco with a new modern electric board, similar to the one in SIU headquarters in New York. They also voted to place them in all SUP halls at some future date.

LET 'EM KNOW!
Write TO THE LOG



Pictured at dockside is the Grain Shipper, one of two Grainfleet vessels to be transferred under a transfer and build agreement. The company is to build a new type combination grain and oil carrier for use through the Seaway. The other vessel to be transferred is the Grain Trader.

SIU Co. Plans Novel Oil-Grain Carrier

WASHINGTON—An application for a construction subsidy covering an unusual type of ship designed for Far East and Seaway operations has been filed with the Federal Maritime Board by the SIU-contracted Grainfleet Steamship Corp.

Surplus Aid Pact Signed With Poland

WASHINGTON — The United States has signed an agreement granting \$48,900,000 in farm surplus and machinery to revive communist Poland's foundering economy. The US has also promised help in securing Congressional authorization for another \$46,100,000 in aid. As in other cases of this kind, 50 percent of the shipments will go on US-flag vessels. The agreement, the largest and certainly the most important ever signed with a Communist nation since the Tito agreement, also provides for action on the part of the Treasury Department and the Departments of Agriculture and Commerce to ease trade restrictions with the Iron Curtain country.

Poland has agreed "to take all possible measures" to prevent the resale or shipment of American goods to any other Communist nation, especially Russia. This part of the agreement is in line with US foreign policy in not granting aid to die-hard Communist countries. But it does leave the door open for possible negotiations with Red nations that seem on the verge of showing independence in their foreign policy.

Similar aid followed Marshall Tito's break with Soviet Russia. Yugoslavia used the aid and loans granted by the United States to modify her system of compulsory deliveries of grain and foodstuffs to Russia. The agreement against resale is also seen as a possible factor to soothe the feelings of opponents of the aid program.

The agreement itself calls for repayment in two types of loans, one interest free, and the other bearing a 4½ percent interest rate. The money is to be used to purchase American farm surplus and farm machinery, and for the repayment of transportation costs.

The remaining \$46.1 million cannot be provided until the House votes on it.

The company, the first SIU operator to announce plans for Seaway operations, is preparing to build a unique combination oil and dry bulk carrier. The proposed vessel is said to be the largest ship which will be able to travel the St. Lawrence Seaway. Its operation will involve the carrying of grain to the Near and Far East, and petroleum and petroleum products to Europe and the United States.

One unusual factor of the ship's design is that the grain and oil will be carried in the same cargo compartments which are designed to give maximum stowage. The ship is also designed to accommodate bulk cargoes of ore and coal, giving it, the company said, a flexibility of utilization never before achieved on American-flag vessels. "By virtue of this, and because of the necessity of having cargo outbound and inbound, this vessel may probably be the prototype of a new American-flag tramp fleet."

Estimated at a cost of \$10.5 million, the ship will be some 709 foot long, and have a service speed of 16 knots. Propelled by a steam turbine, the vessel will have an estimated deadweight tonnage of 25,000 tons.

As part of the build-and-transfer program, approved in principle by the Maritime Administration, Grainfleet will be allowed to transfer two Liberty's, the Grain Shipper and the Ocean Trader.

Lakes Cruise Ship Struck

MUSKEGON, MICH.—A dispute between the SIU Great Lakes District and the Michigan-Ohio Navigation Co. which delayed the sailing of the cruise ship Aquarama has been settled with the hiring of five additional men on a third shift during the excursion season.

Pickets were placed around the \$7,500,000 cruise ship in protest against the hiring of shoreside workers to do fitout work normally performed by SIU members. The ship was originally set to start sailing June 9th, but was delayed while the issue was brought before the State Mediation Board.

Shipping Round-Up & Forecast

May 29 Through June 11

Port	Registered						Total A	Total B	Total Reg.
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B			
Boston	8	4	2	2	5	2	15	8	23
New York	78	17	46	21	48	9	172	47	219
Philadelphia	23	6	14	4	16	6	53	16	69
Baltimore	48	29	46	21	35	17	129	67	196
Norfolk	12	5	14	6	2	5	28	16	44
Savannah	9	2	6	1	12	2	27	5	32
Tampa	2	0	3	3	5	2	10	5	15
Mobile	26	3	24	9	30	1	80	13	93
New Orleans	50	15	28	18	40	11	118	44	162
Lake Charles	13	10	10	6	6	2	29	18	47
Houston	49	30	43	22	35	22	127	74	201
Wilmington	16	8	13	6	12	9	41	23	64
San Francisco	16	3	14	5	19	5	49	13	62
Seattle	18	15	10	10	15	12	43	37	80
Total	368	147	273	134	280	105	921	386	1307

Port	Shipped						Total A	Total B	Total C	Total Ship.		
	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C						
Boston	5	2	3	1	4	6	4	0	10	6	9	25
New York	55	9	11	41	13	9	35	3	5	131	25	181
Philadelphia	26	10	6	20	6	10	21	3	2	67	19	104
Baltimore	48	15	5	33	21	6	27	5	6	108	41	176
Norfolk	6	1	2	2	2	1	3	2	1	11	5	20
Savannah	5	0	0	7	0	0	0	2	0	12	2	14
Tampa	5	1	0	2	2	0	2	0	0	9	3	12
Mobile	30	8	3	23	8	6	21	3	4	74	19	106
New Orleans	31	7	8	41	13	4	26	3	1	98	23	134
Lake Charles	6	5	3	5	1	1	2	2	3	13	8	28
Houston	47	33	27	52	25	26	42	28	35	141	86	315
Wilmington	5	6	1	8	7	1	7	5	6	20	18	46
San Francisco	15	3	3	9	2	0	12	3	1	36	8	48
Seattle	23	6	3	17	13	4	16	7	8	56	26	97
Total	307	106	75	261	117	74	218	66	72	786	289	1296

Alternating in fits and spurts of good and slow shipping, SIU job activity this period held to the pattern and rose again. Most of the rise could be credited to the record-breaking activity in Houston, which accounted for one-fourth of the total for the entire A&G District.

Houston shipped 315 out of the District-wide total of 1,296. Registration was 1,307.

Besides Houston, which topped all records for that port for at least six years, and probably back to World War II as well, Philadelphia, Norfolk, Savannah, Mobile, New Orleans and Seattle also showed shipping gains. Boston and Wilmington remained the same: fair.

In turn, New York, Baltimore, Tampa, Lake Charles and San Francisco declined. Both New York and Lake Charles have been relatively "quiet" for some weeks.

Although the overall registration ran ahead of shipping, activity in the engine department showed the reverse. There were more black gang men shipped than registered. In the deck and steward departments, the spread between the jobs shipped and men registered was less than 30, but heavier on the registration side.

A breakdown by seniority groups showed class A men getting a higher proportion of the total jobs than in the previous period. The class A portion was 61 percent; class B dropped, in turn, to 22 percent, and class C men filled the rest. Savannah and Tampa shipped no class C men at all.

The following is the forecast port by port:

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

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.

Hq Wins Big OT Bundle For Lake George Crew

NEW YORK—A beef arising from the Lake George's transfer foreign was settled in the crew's favor this week in the Commissioner's office, reports Claude Simmons, port agent. Although the union had to hold up paying off the crew, he said, it was successful in collecting 1,400 hours disputed overtime for 15 crew members.

The overtime involved work performed by native shore gangs and restriction to the ship in Argentina. "So there was some consolation for the crew for losing their ship to the foreign flag," he added.

Shipping in the port of New York has continued at a fair pace during the past two weeks. Besides covering contracted ships, Simmons continued, the Union has been busy in the organizing field. At times, he said, the dispatcher was hard put to secure the necessary replacements.

42 Vessels

There were 42 vessels in port during the past period. They included 23 paying off, 5 signing on, and 14 in transit.

The Ideal X, Almena, Coalinga Hills (Pan-Atlantic); Pan-Oceanic Transporter (Penn. Nav.); Lake George (USPC); Frances, Kathryn, Elizabeth, Beatrice (Bull); Steel Director (Isthmian); Seatrain New Jersey, Seatrain New York (Seatrain); Lawrence Island (Mississippi); Bradford Island, Chiwawa (Cities Service); Mermald (Metro. Petrol.); Alcoa Pointer, Alcoa Ranger, Alcoa Roamer, Alcoa Pegasus, Alcoa Puritan (Alcoa) and the Rion (Actium) paid off while the Steel Director (Isthmian), Robin Sherwood (Robin), Alcoa Pointer, Alcoa Pegasus and Alcoa Puritan (Alcoa) signed on.

The following ships were in transit: Pan Oceanic Transporter (Penn.); Steel Apprentice, Steel Age (Isthmian); The Cabins (Terminal Tankers); Seatrains Louisi-

ana, Texas, Savannah, Georgia, New Jersey, New York (Seatrain); Portmar, Kenmar, Bethcoaster (Calmar) and the Robin Hood (Robin).

Senate OK's PHS Fund

WASHINGTON—The Senate has followed the lead of the House and adopted the \$44 million Public Health Service appropriation.

The appropriation, which was increased \$5 million over the previous year on the recommendation of President Eisenhower, will go for the upkeep of marine hospitals throughout the country.

One of the first objectives of the PHS this year is the building up of an inventory of medical supplies which has run down in the past few years because the hospitals did not have enough funds to stock up. The increased amount will also go for new equipment and increased personnel to bring these hospitals up to first-class condition.

The action by Congress brought badly-needed help for the marine hospitals which have been under "budget cutting" fire since 1953. PHS has been threatened with extinction during the past few years by promoters of the Hobby-Hoover program.

This program, the result of studies by ex-president Herbert Hoover which were adopted by the former Secretary of Health, Education and Welfare, had sought the closing down of all Federal medical facilities for seamen.

YOUR DOLLAR'S WORTH

Seafarer's Guide To Better Buying

By Sidney Margolius

What Gives With Savings Bonds?

The public is confused over what to do about E bonds, now that their yield has been increased to 3 1/4 percent.

In fact, despite the increase granted by Congress in April, people are still cashing in more E and H bonds than they are buying. Questions savings-bond officers are getting show that many people don't even know about the increase, while others are confused about the status of their old bonds.

Congress may have to legislate still another increase if it wants to restore E bonds to their old status as the wage-earner's favorite way to save. But meanwhile, the recent increase puts E bonds close to the top as the most profitable way to save with no risk. A new survey of yields from different types of savings shows that the 3 1/4 rate now paid by E bonds surpasses the typical 3 per cent now being paid by savings banks, equals the 3 1/4-3 1/2 paid by many savings and loan associations except in the Far West, and some parts of the South, as Florida, and is outranked only by the 3 1/2-4 per cent paid by most credit unions, with some credit unions paying as much as 5 per cent.

Here are answers to questions people are asking about the new status of E bonds:

"Are old bonds bought before the increase in rates still earning interest?"

Yes, they earn an average of 3 per cent if held to maturity. The new 3 1/4 per cent rate applies to all bonds bought since Feb. 1.

"Is it preferable to cash in old bonds to take advantage of the higher rate being paid on newly-bought bonds?"

It doesn't pay to turn in bonds you bought more than 2 1/2 years ago. These will earn over 3 1/4 per cent from the 2 1/2-year mark to maturity.

There would be a slight advantage in turning in bonds bought more recently, unless you prefer to postpone your tax liability on the increase value.

"What about bonds that have already matured and which people are still holding?"

These earn 3 per cent, compounded semi-annually, from the time they mature. There is an advantage in trading them for the new model if you intend to keep your new bonds a while, but not if you intend to cash them within the next 2 1/2 years.

"Where do you redeem savings bonds?"

Either at your own bank which has a record of your signature, or at a Federal Reserve Bank office, if there's one in your city.

"Should you name a co-owner or beneficiary on E bonds?"

In case of death it simplifies matters for your family if you name a co-owner. A beneficiary named on the bond can cash in E bonds, too, but must show a death certificate.

Long-Range Advantage

The new bonds correct to some extent the disadvantage that E bonds earn only a small return in their early years. You had to keep the old bonds nine years and eight months to earn the full three per cent. Now an \$18.75 bond will be worth \$25 in eight years and 11 months. However, even the new bonds are on a sliding scale which still makes them more advantageous for long-range savings than for such temporary goals as purchases you plan to make soon. The new bonds earn 2.3 per cent the first year, and 2.8 the second year. Not until the third year do they earn 3 per cent.

Rates paid by other savings accounts have been edging up too. Average paid by savings banks in states that have them are now up to an estimated 3 per cent. They are sometimes higher in New England, especially New Hampshire where a number of banks pay 3 1/2, and also in Massachusetts, but go as low as 2 per cent in Indiana. Savings and loan associations now typically pay 3 1/4-3 1/2 per cent, and as much as 4 per cent in California and several other areas.

E bonds have a special advantage in their tax-postponable feature. You don't have to pay Federal tax on the increase in value until you cash in the bond. This makes them especially useful for long-range savings as for retirement, or as a backlog against unemployment, since in a year of low income you would escape the tax altogether. On that basis their new 3 1/4 per cent yield is as good as a taxable 4 per cent return. Nor do you have to pay any state or local tax on the E-bond yield.

Christmas Clubs

A value-wise reader in Superior, Wisconsin, questions our advice to save in regular accounts rather than Christmas Clubs. He points out that even if a Christmas Club account pays little or no interest, it is available when you want it, about Dec. 1, before Christmas shopping. But if you withdraw money from a savings account on that date you'll lose the interest anyway. He feels Christmas Clubs encourage thrift.

If they do, that helps. But it would be more profitable to encourage yourself. Banks credit interest on various dates, not necessarily on Dec. 31. But more important, one survey found that only one of four Christmas Club savers really saved for Christmas. Actually 31 per cent transferred their club savings to regular accounts; 10 per cent used the money to pay taxes; another 10 per cent used it for insurance premiums, and the rest for mortgage payments, year-end bills, and home-furnishings purchases.

Wider Port Rights Won By SIU Co.

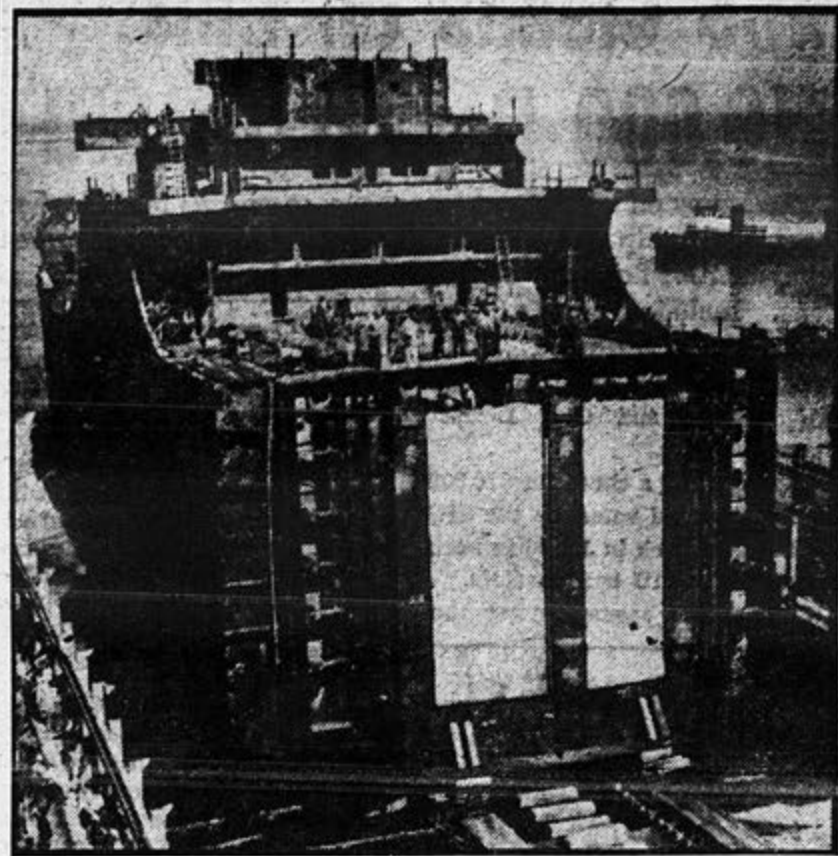
WASHINGTON—Expanded and more flexible coastwise service by the Pan-Atlantic Steamship Corp. is now in view following the recommendation of an Interstate Commerce Commission examiner.

The examiner, M. L. Winson, has recommended that Pan-Atlantic be authorized to buy out the Atlantic Coast operating rights of the S. C. Loveland Co. of Philadelphia for approximately \$318,000.

Pan-Atlantic now has authority to serve eight large Atlantic Coast ports from Boston to Miami. Loveland has authority to service every Atlantic port but has only partially used this authority in recent years. Pan-Atlantic's acquisition of the Loveland rights would enable it to service all of these ports, for which it now has no authority.

The ICC examiner said that Loveland's purchase by Pan-Atlantic would mean a "vastly superior service" to the shipping public.

Dream Ship - A Wine Tanker



The forward section of the first American wine tanker is launched in San Francisco. Tug boats towed the hulk to another dry dock where it will be welded to the already completed stern. Manned by West Coast seamen, the vessel will carry some two and one-half million gallons of wine from Stockton, Calif. to New York.

Ship Officers Seek Coal Beef Action

The Masters, Mates and Pilots and the Marine Engineers Beneficial Association last Friday both appealed for "earliest possible" action by the two-man subcommittee named a month ago by AFL-CIO President George Meany to look into the American Coal Shipping dispute.

The MM&P and MEBA requests were contained in separate telegrams sent to George Harrison, president of the Brotherhood of Railway Clerks, and Jacob

Potofsky, president of the Amalgamated Clothing Workers of America. The telegrams urged action on the two unions' grievances against the NMU arising out of

their efforts to win bargaining rights for licensed officers on ACS ships.

Harrison and Potofsky were named as the subcommittee after a full report on the dispute had been given to the AFL-CIO Executive Council by President Meany and representatives of all the AFL-CIO maritime unions involved.

The MM&P telegram—signed by Captain John M. Bishop, secretary-treasurer—declared that "more than three weeks have elapsed since we were advised that the two-man subcommittee . . . would meet to consider the American Coal dispute" and that "to date we still do not have any action of a similarly positive nature taken by the AFL-CIO which would protect our rights as an AFL-CIO trade union."

The MEBA telegram—signed by President Herbert L. Daggett—asserted that "the lapse of time in a determination of this dispute can only work against our interests."

Both telegrams pointed out that President Meany has stamped the NMU action "a clear violation of the basic principles of trade unionism" and has promised both MM&P and MEBA full AFL-CIO support.

The MM&P, in its telegram, also reminded the subcommittee that picket lines against the company had been established "in protest against the raiding of our jurisdiction by the cut-rate contracts of District 50" and that "our dispute involves whether or not another AFL-CIO union will respect our picket lines when our jurisdiction is being raided by an independent organization which is not an AFL-CIO union."

MEBA pointed out that "President Meany, as you know, has stated on several occasions that there is no justification whatsoever for the position being taken by the NMU in ignoring the legitimate picketline of MEBA, which in effect places NMU as giving support to a splinter group, namely District 50, which is not part of the organized labor movement."

Copies of the telegram were sent to President Meany and the Executive Council as well as to the subcommittee.

Puget Sound MTD Pledges Aid To IBL

ANACORTES, Washington—Longshoremen in the Pacific Northwest, members of the International Brotherhood of Longshoremen, were assured full backing of the local Maritime Trades Department

council on any and all beefs. James Willoughby, president of the Puget Sound Maritime Trades Council and Seattle port agent of the Marine Cooks and Stewards, told a regional longshore meeting, "the MTD stands ready, willing and able to back you in an all out effort in any economic action you choose to take."

Further, the MCS agent pledged that the MTD would fight to resist any infiltration by "certain so-called independent forces who want to gain control of the IBL."

The IBL foothold on the Pacific Northwest has been a particular target of efforts by Harry Bridges who would like to swallow up longshoremen on all coasts.

The Maritime Trades Department, Willoughby pointed out, has "proof plenty that we can work together in beefs that would have been lost had we not joined hands to ward off the phonies. We have not sought the limelight of publicity in our organization but we have gone quietly at work accomplishing the things we intend to do in the future and that is to be—through unity—a help to all our affiliates alike in any issue that involves wages, hours and conditions, or their jurisdiction.

"I might point out that my

particular union . . . has just gone on record to assess ourselves one dollar per year to further the MTD. I know for a fact that other maritime unions have done exactly the same.

"If anyone here has any doubt that I don't know what it means to be in a position where another undesirable union pours money and effort into thwarting the efforts of honest trade unionists, the proof of that is the success of the Marine Cooks and Stewards. We were determined not to be ruled by those who had interests detrimental to true trade unionism and eight years of struggle along with hundreds of thousands of dollars proved that."

List Details In Cables To Union

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

The man's full name, his SIU book number, name of the ship, the port of payoff and the hospital where he is being treated. The response of ship's crews to the Union's request for these notifications has been very good. Sometimes though, not all of the above information has been included. Be sure to list all of this data so that the SIU can act as promptly as possible.



Willoughby



MCS Cleans Up Bills; \$10,000 Repaid To SIU

The happy ending to a success story came this month when the membership of the Marine Cooks and Stewards voted repayment of financial aid granted to it by several organizations. Included among them were the California State Federation of Labor and the SIU Atlantic and Gulf District among others.

Consequently a check for \$10,000 representing aid voted by the SIU membership back in 1953 has been forwarded to SIU headquarters.

In a letter accompanying the

repayment, Ed Turner of MCS noted, "Although . . . we have never been asked to repay this money by the A&G District, we certainly hope you can make good use of this in beating Joe Curran." In the resolution dealing with the repayment of the financial assistance, the Marine Cooks membership noted that the Marine Cooks and Stewards "are now financially able to pay back the money that was borrowed in the organizing drive."

The resolution further added that "as far as the Atlantic & Gulf District is concerned, that we not only pay back the amount of money that was loaned to us . . . but also that we go further on record to support the Atlantic and Gulf District financially and in any other way that our brothers on the East Coast may ask us to."

Seafarers In Action

It may be merely a coincidence, but—"As the ship was leaving Antwerp," writes reporter E. B. Hardcastle, ship's delegate on the Margaret Brown, "a



Hardcastle

carrier pigeon arrived on board. The bird made himself a regular homebody while some of the crew glared hungry-eyed. Said pigeon disappears," he continued, "and the next meal consisted of stewed chicken (?). The steward, meanwhile, stalks the deck pretending innocence." As we said, it may be merely a coincidence, but . . .

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Talking about food, a good candidate for "the most considerate cook" would be Stanley Wojton, 2nd cook and baker on the SS. Santore. The crew voted him a hearty vote of thanks, writes ship's delegate Chester F. Just, for this excellent baking at all times, and for the delicious coffee-time pastries he makes for the entire crew.

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Other stewards have been named for honors. Among them was the galley crew of the Irenestar. "Well, as far as this ship is concerned, everybody is happy," said Robert Ayers, ship's delegate. "We sure have the food on here, and a vote of thanks to the steward department. This captain is all for a good feeding ship."



Ayers

Strike Ends In Lk. Chas.

LAKE CHARLES — The Painters Union has signed a contract with contractors here ending its month-long strike. The union had previously turned down two contract offers because the terms were unsatisfactory.

The Royal Oak, Chiwawa, Government Camp, Bents Fort, Winter Hill, Bradford Island, Cantigny (Cities Service); Val Chem (Valentine); Del Santos (Mississippi); and the SUP tanker Mission Santa Barbara were in port during the last period. All were reported in good shape.

Maritime Unions Honor War Dead



Members of the clergy and Texas maritime unions are pictured during Memorial Day services, honoring departed seamen who gave their life in the defense of the U.S. Gathered around an anchor-wreath of flowers are, l to r, J. J. Kennedy, MM&P; John Serro, MEBA; the Rev. M. W. Bulgerin and Charles Kimball, SIU.

Rap MA Bid For Power To Sell US Lay-Up Fleet

WASHINGTON—Strong opposition from both management and maritime labor has been expressed against the Maritime Administration's proposal that Congress grant the agency blanket powers to sell Government reserve fleet vessels to foreign nations. A bill to that effect has been proposed by

Clarence Morse, Maritime Administrator as a substitute for legislation now pending for sales of ships to eight nations. Under Morse's proposal, such sales would be restricted to use in the domestic trade of the nation involved.

The unanimous opposition of the industry to the proposal is based on the fear that it would open the door to wholesale bargain ship sales to foreign nations for all purposes. The State Department has conceded that bids for some 226 vessels have come from foreign nations to date.

While the Morse proposal would restrict ships to domestic trades, maritime observers took little comfort from that restriction, pointing out that similar limitations have been bypassed in previous ship sales with the approval of the US Government.

Speaking for maritime labor in his capacity as president of the Maritime Trades Department, AFL-CIO, SIU Secretary-Treasurer Paul Hall declared: "Before the Government considers bolstering foreign merchant fleets it should consider the needs of American-flag shipping."

These sales, Hall pointed out, are actually US Government subsidies to foreign citizens. The latter could get all the ships they want on the open market but "are looking for a bargain at the expense of the US taxpayer and the US merchant marine."

It has been pointed out that under the 1946 Ship Sales Act, Liberties can be sold for as little as \$540,000 at a time when the going price in the world market is up to \$1,100,000. The open-handed sale of ships to foreigners contrasts strongly with what an American citizen faces when he applies for Government shipping aid. In such an instance, it takes weeks and perhaps months of hearings, and often special legislation before such a request can be approved.

Alvin Shapiro, vice-president of the American Merchant Marine Institute, said that "irreparable

harm would come to the nation's maritime industry if such sales were permitted. Under pending legislation, "there would be sold to our foreign competitors the tools for international competition at sea at prices which are fabulous bargains in today's market."

In presenting his proposal, Morse stated that he would restrict the use of these ships to domestic trade. He also announced that Congress should by-pass the 1946 statutory price and allow the Department of Commerce to get every possible nickel out of the proposed sales. He added that no ship needed for defense purposes would be sold and that the competitive position of the American merchant marine would be "protected."

The Administrator specifically opposed any bills what would authorize the sale of US ships to West German countries for the transportation of American coal. He said that there were enough vessels now on hand to take care of this country's coal exports. He referred to the recent drop in freight rates to below \$7 a ton in this area.

Although restrictions have been placed in previous sales on use of the vessels, it was pointed out that after ships were sold to the Philippines for use in their inter-island trade, permission had been granted by the Secretary of Commerce for the same vessels to be used in international trade.

Thorsten V. Kaljarvi, Assistant Secretary of State for Economic Affairs, said that instances "might conceivably arise where the interests of the US might demonstrably be furthered by the sale of certain vessels not limited to purely coast-wise operation." In such cases, the State department or the Department of Commerce could grant permission to use the ships in international trade.

A total of 1,113 vessels were sold to foreign purchasers before the old ship sales authority expired. Since then there have been bills proposed for sales in small lots to

different nations from time to time when the State Department felt that such a sale would improve our relations with the purchasing nation.

LABOR ROUND-UP

UAW President Walter Reuther has asked Defense Secretary Charles Wilson to review a \$119 million contract for 900 medium tanks granted to the Government-owned facility at Newark, Del. Reuther termed the Detroit area a distressed area by Labor Department standards with unemployment of more than six percent. High car inventories and the coming end of the 1957 model production year indicate, Reuther said, "that the situation will get worse before it gets better."

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The Flight Engineers' International Association, AFL-CIO, has announced distribution of a movie, "Man of the Sky," telling the story of the Flight Engineer's contribution to aviation safety and economy. The film, starring Robert Hutton and Don Haggerty, was shot at airports in Europe and the United States, and has action shots of Flight Engineers at work in planes of most of the major airlines.

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The AFL-CIO has joined with the Air Line Pilots Association in calling for modifications in pending legislation providing for modernization of aviation traffic control. The legislation, based on recommendations by Edward C. Curtis, special assistant to Pres. Eisenhower on Aviation Facilities Planning, would set up for three years an agency to deal with air traffic problems.

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The strike against the Lima, Ohio, "News," one of the many publications put out by anti-union

\$8 Billions In Tax Cuts For Big Biz

WASHINGTON—The "welfare state" for big business enterprises will cost the Federal Government about \$8 billion dollars by 1960, the AFL-CIO Economic Policy Committee reports. It quotes figures from Secretary of the Treasury George Humphrey to show that the US has lost that staggering amount because of tax write-offs granted by the Office of Defense Mobilization.

Nearly 22,000 of these write-off certificates have been granted, most of them in the major industries like steel, railroads, chemicals, oil, public utilities and others. Five billion of the Government loss from November, 1950 to March 20, 1957 was in the form of direct loss in tax revenue. The other three billion involved the cost to the Treasury of borrowing money to make up the loss in revenue.

Normally, when a company builds a plant it is allowed to take a depreciation deduction on its plant and equipment for the life of the plant. If it is expected to last 20 years, for example, then the company can deduct the cost of the plant in installments over the 20-year period.

But with the fast tax write-off, the company deducts the cost over a five year period, giving it a much bigger tax deduction item. After five years, it resumes paying full taxes on the plant, but has already received, in effect, an interest-free tax loan from the Government for the cost of the plant.

These same business groups have attacked the outlay of Government funds on welfare programs, such as the marine hospitals, as "creeping socialism."

advocate R. C. Hoiles, has entered its second month. The dispute started when the Newspaper Guild AFL-CIO sought better seniority rights and a Guild shop. Hoiles then locked out members of the Typographical Union and the Printing Pressmen and Stereotypers when they refused to work without a contract. Hoiles, the owner of Freedom Newspapers, Inc., has imported workers from other parts of his enterprises to work behind picket lines.

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Strikes which would tie up 75 percent of all cement production are "inevitable," warns Felix Jones of the Cement, Lime and Gypsum Workers, unless the companies engage in "serious collective bargaining." Contracts covering 105 cement manufacturing plants have already passed their primary expiration date and by July 1, contracts covering 25,000 workers will have expired. The union is asking for a 10-cent hourly wage increase, a correction of area differentials, and other benefit improvements.

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David J. McDonald, president of the United Steelworkers of America, announced that certain employers have created a secret school to train "union busters." He said that the school was not sponsored by industry generally, but by "certain selfish people in American industry." Speaking before a regional conference in New York, he reported that the "agitators" school pays trainees \$6,600 during their year's course and that they receive \$7,000 a year after they are planted in jobs in mines, mills and factories.

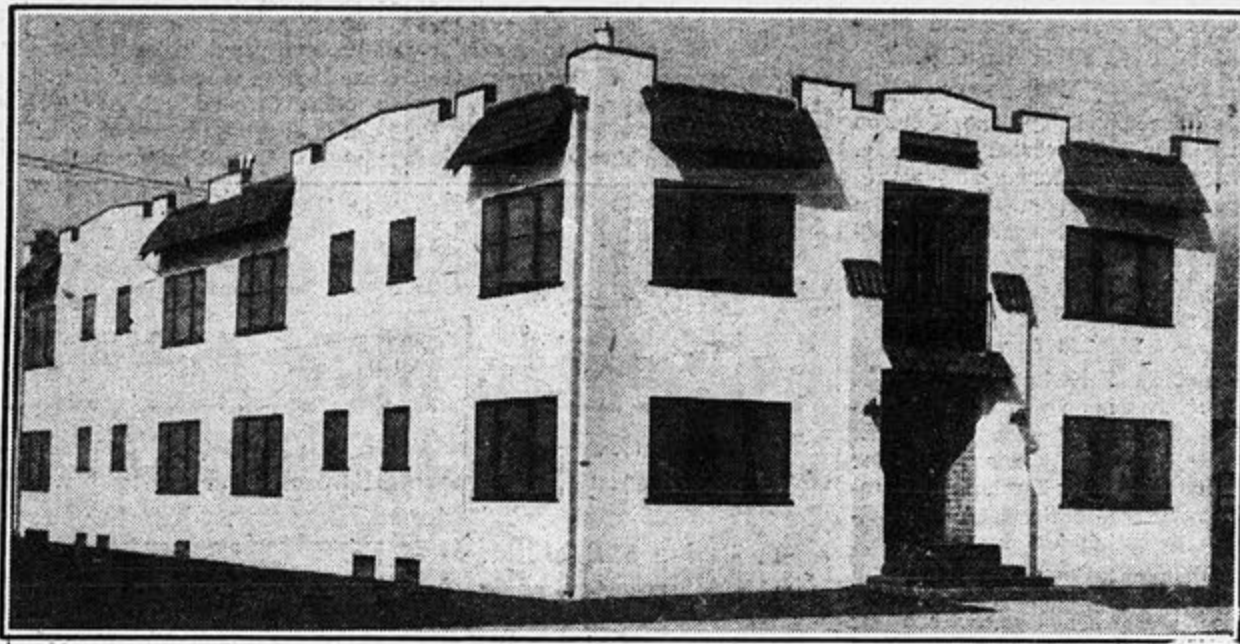
'Old Sailors' Life Ashore'

A unique experiment in retirement living for old-time Sailors is now in its fifth year. It consists of comfortable efficiency apartments in or near the SUP port halls where men who have left the sea can still keep in touch with old friends and the seafaring life.

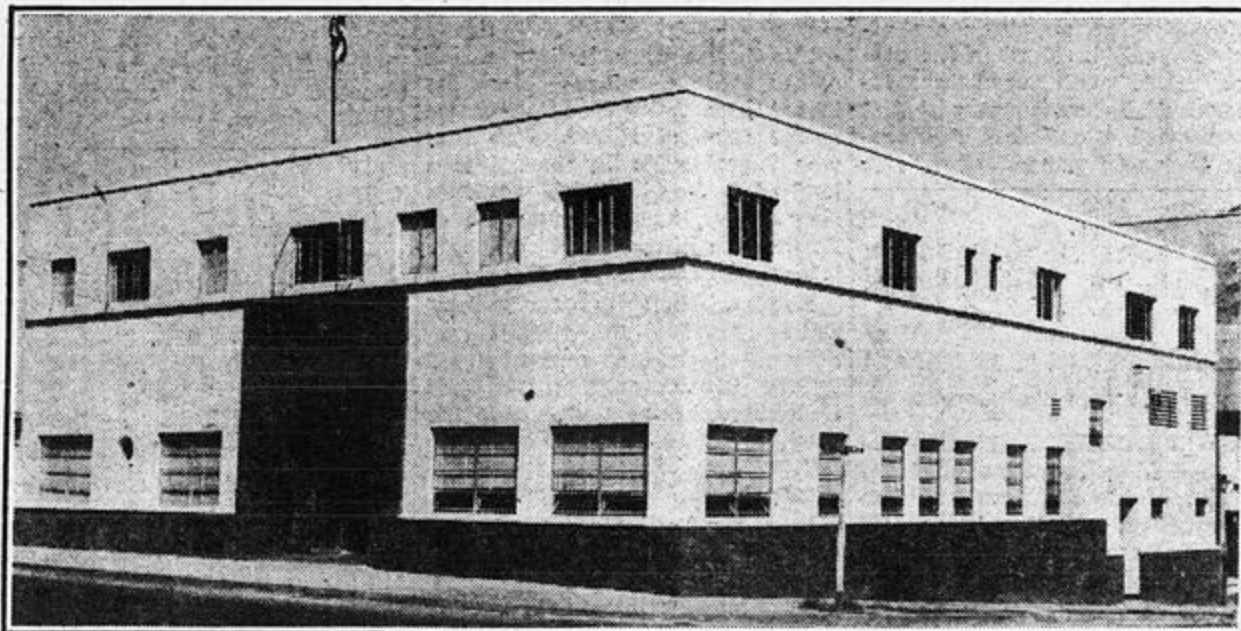
A home for retired Sailors was dedicated in Wilmington on December 7, 1952, and other retirement apartments were provided later at new port offices in Seattle and Portland.

Each of the apartments includes a kitchen, living room and bathroom, fully furnished with all necessary gear. Automatic washing and drying machines are in the building. The Wilmington home, a block from the Union's hall, is equipped with an electric cart to make it easy for disabled oldtimers to get around.

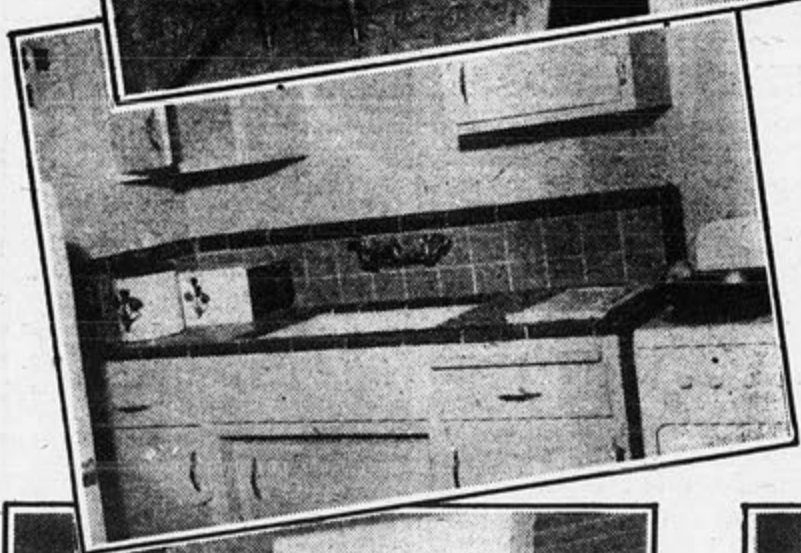
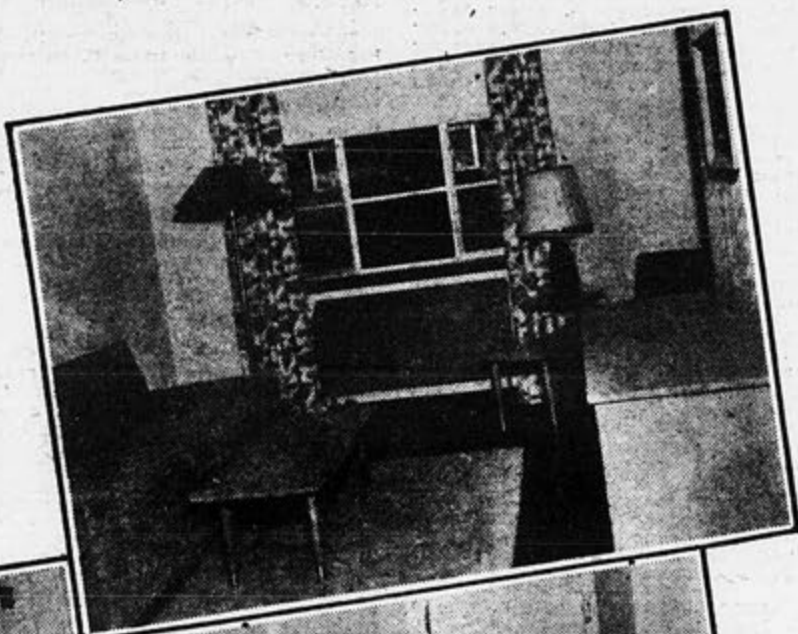
Rents are moderate, varying from \$15 a month for those on disability or early retirement pension to \$30 a month for men on a full pension (\$100 monthly plus Social Security). The program is assurance of comfortable, pleasant surroundings for the oldtimers.



Sailors' home in Wilmington is one block from SUP hall. It is devoted entirely to oldtimers' needs. Like other apartment units, it is managed by an SUP member.



Portland Sailors Union hall has oldtimers' apartments on its second deck. These units were opened when the hall was built in 1955.



Living room and kitchen (above, left) in Seattle are typical of facilities. At left, oldtimer John Bersin relaxes in his Seattle apartment. Above, Fred Helmer examines furnishings. Right, Tom Hookey, SUP welfare fund trustee, chats with oldtimer Alfred Freeman.

British Plan 1-Class Superliner

The idea of an American hotel man for a 9,000 passenger one-class transatlantic liner—an idea which has been sidetracked here—is apparently being adopted, lock, stock and barrel by the British, according to the London Financial Times.

That newspaper has reported that plans are afoot for a British-built superliner of 90,000 to 95,000 tons, carrying all of its 9,000 passengers in one class. The ship would have a cruising speed of 35½ knots, which would permit it to make a transatlantic crossing inside of four days. In combination with airline service (one way by air, one way by ship) such a vessel would permit the average American with a two-week vacation to spend seven or eight days on the continent.

300,000 Horsepower

As described by the London newspaper, the vessel would be totally air-conditioned and would have its engine room back aft. The engines would generate the enormous total of 300,000 horsepower.

Some of the American aircraft carriers now afloat generate in excess of 200,000 horsepower.

The New York hotel man, H. B. Cantor, has been proposing a vessel of this size with equivalent passenger capacity for a number of years, but thus far has been unable to interest Government officials in acting on his proposal. Meanwhile, existing American transatlantic operators, such as US Lines, are proceeding, with plans to build conventional three-class passenger vessels, providing for a type of travel which is fast becoming obsolete.

Most foreign operators are already actively involved in the one-class field, with the Swedish-American Line announcing that it would build a one-class Pullman-style tour ship providing meals in

Coast Crews Mormacsurf

SAN FRANCISCO—Moore-McCormack Lines has announced the transfer of the SS Mormacsurf to its west coast operation. The vessel was transferred last week, its NMU crew paid off and a full SIU Pacific District crew signed on, including members of the Sailors Union, Marine Firemen and Marine Cooks.

"No doubt the company will have to bring her up to West Coast standards," said Morris Weisberger, SUP secretary. Among the improvements that will have to be made in order to maintain the standards set in the West Coast contract are built-in box bunks, refrigerators in each messroom, fans in every room, as well as washing machines for the use of the crew.

Slow Period Felt In Frisco

SAN FRANCISCO—There has been little activity for Seafarers in this area during the past period because of a slow-down in shipping.

There were no vessels paying off, and only one, the Fairport (Waterman), signed on during the last two weeks. The Steel Executor (Isthmian), Pennmar (Calmar), Grain Shipper (Grain Fleet), Rebecca (Intercoastal), Arizpa, Young America (Waterman) and the Coe Victory (Victory Carriers) were in transit.

low-cost cafeterias and in restaurants. This too was one of the features espoused by Cantor.

The proposed Swedish ship would accommodate 1,300 passengers and would have an auditorium capable of seating 800 people at conventions and other meetings.

Meanwhile, the only potential low-cost operation under the American flag, the Arnold Bernstein group, is making headway in its plans to go into service next spring. Bernstein has announced that his company has joined the North Atlantic Passenger Conference and has gone to Belgium to make arrangements for a passenger terminus in Zeebrugge for his operation.

The Bernstein ship, which will be

named the Atlantic, will offer a minimum off-season rate of \$187.50. It will operate between New York, Zeebrugge and Amsterdam, taking seven days for the crossing. The ship, which is the former Badger Mariner, is now undergoing conversion at the Ingalls Shipbuilding yard in Pascagoula, Miss. It will accommodate 900 passengers, most of them in tourist class, and will be completely air-conditioned.

The Bernstein group has plans for constructing two new vessels for the transatlantic operation.

The proposed British superliner undoubtedly would be built by the Cunard Line if it should ever come to pass. Cunard offices in New York said they had not received any word of such plans to date.

'50-50' Future Brighter As Senate OK's Aid Bill

WASHINGTON—Prospects for a continued flow of foreign aid shipments, which would be carried under terms of the "50-50" law, were brightened last week when the Senate authorized a \$3.6 billion foreign aid program after defeating a series of amendments which would have crippled the measure. In the House, the foreign aid authorization is still in committee.

The Senate authorization—which represented a victory for the Eisenhower Administration—came as the result of a 57-25 bi-partisan vote spearheaded by Sen. Knowland of California, the Republican floor leader, and Sen. Johnson of Texas, the Democratic majority leader.

However, both Senate leaders, while defending the various sections of the bill, as recommended by the Senate Foreign Relations Committee, hinted that cuts in the program would be made when the bill calling for actual appropriations hits the Senate floor.

Last week's action simply authorized foreign aid spending ceilings. To carry out the authorization, Congress must appropriate the money, and traditionally the Senate lowers the spending ceilings when it comes to voting on the appropriations.

Sen. Johnson, during the debate on the authorization measure, termed the appropriations procedure "a far different question" than the authorization, and implied that the Government will not get all the money the Senate authorized.

However, he warned against any reductions in the authorizations now and said the Foreign Relations Committee had already "approached the peril point" in its \$252 million cut in the Administration's original foreign aid request.

The ensuing authorization vote was looked upon as indicating favorable Congressional sentiment for the Administration's position, even though some cuts may be made later.

The two essential parts of the Administration program, which were backed up by the Senate action, were authorization of military aid for a two-year period and endorsement of a long-range fund, with no terminating date, to handle most of the economic development assistance to underdeveloped nations.

The latter action was the first

such action in the 10-year history of the foreign aid program.

The two-year military aid authorization was for \$1.8 billion for planes and guns. In addition, there was an \$800 million item earmarked for "defense support," which is economic aid to front-line countries like Korea and Nationalist China to support their military forces.

'Asian' Flu Hits Crew, Passengers

SAN FRANCISCO—Seventy-three passengers and twenty-three SIU Pacific District crewmembers aboard the SS President Cleveland were stricken with Asian flu during the vessel's 18-day transpacific voyage. The ship was held in quarantine off Treasure Island for three hours.

Ship's physician, Dr. Francis Galbraith, himself one of the victims, said the flu was "quite mild" and "no worse than American flu. Army technicians from the virus laboratory of Letterman Army Hospital at the Presidio here boarded the vessel and took blood samples from ten of the stricken passengers for laboratory examinations. Military officials want to make certain the flu was of the same type that has swept across Asia since April.

The "oriental flu" has attacked over a million persons throughout India, the Philippines, Japan and Formosa. Some 500,000 were reported affected in Bombay in two weeks, 7,000 in one day in a town of 50,000 on Formosa, 15,200 in New Delhi, and 80,000 in Japan. The epidemic has begun to ebb in most other areas of Formosa where there was a reported 1,000-000 cases in the last two months.

American officials feared that the epidemic may spread to more US vessels and seamen, and eventually into the country. Tighter medical restrictions and examinations have been urged on vessels coming from the Far East in attempts to keep the possibility of an epidemic here to a minimum.

ELIZABETH (Bull) May 19—Chairman, Wm. J. Antich; Secretary, J. Cook. Report to patrolman about restriction of crew in Maccoria. Keep messhall clean cups to pantry. Hold patrolman until repair list is checked. Topside knows meeting proceedings to be checked. One minute silence for departed brothers.

MANKATO VICTORY (Victory Carriers) April 23—Chairman, R. Wright; Secretary, J. A. Long. Clean payoff. Some extra repairs to be done. More repairs to be done ashore. Ship's delegate of last trip resigned. Accepted. Vote of confidence given him. New ship's delegate elected: New delegate to check on slop chest and sea chest as to prices.

REBECCA (Intercontinental) (No date)—Chairman, M. Culp; Secretary,

Digest Of SIU Ship Meetings

J. Terra. Deck department controversy over sandblasting overtime. Is this time and a half or what? Crew unanimously voted to go on record to check New York headquarters over unauthorized conversion of rooms aboard. Cleaning of laundry to be done by departments.

JOHN CHESTER KENDALL (Bull) May 12—Chairman, A. Smith; Secretary, S. Wells. Vote of thanks for the steward for the good service for the trip. Suggestion to let delegates settle all beefs with patrolman in order for good payoff in SIU style. Suggestion for a new washing machine be put aboard. Ship's delegate to ask captain for list of draws and slops for each man. Crew warned about tales going top side and that was not SIU way of doing business. A vote of thanks to the captain from the crew for all the help and consideration he has shown during this voyage. One minute of silence for the departed brothers.

ALCOA PEGASUS (Alcoa), May 12—Chairman, R. Daniels; Secretary, R. Wendell. Ship safety meeting held. \$50 in ship's fund, \$39.37 spent for baseball equipment and chess board. \$10.63 left in ship's fund. Coffee urn to be replaced. Repairs for last voyage not done. Have cylinder locks installed on all fo'c'sle doors. Members of steward department will dump garbage from stern. Vote of thanks to steward department for job well done. Elected new ship's treasurer.

ALCOA PENNANT (Alcoa), May 9—Chairman, J. Brown; Secretary, M. Hummel. See patrolman about all hands pulling boat in after fire and boat drill. All men under 40 years old to see about getting polio shots. Request for larger lockers on ship. Room for the fireman.

ALCOA PIONEER (Alcoa), April 17—Chairman, R. Talleksen; Secretary, J. Pursell. At safety meeting captain suggested that sitting on rails be eliminated. Complaints about baking discussed. Suggested to see about changing brand of milk in Mobile as the present brand is not of good quality. Request having strawberries placed on board.

ALCOA PLANTER (Alcoa), May 13—Chairman, C. Majette; Secretary, A. Andersen. New washing machine placed in port of New York at last voyage. \$63.28 on hand. Vote of thanks to steward department for good chow and service, suggested steward not to use washing machine for ship's linen. Steward to requisition more bath towels and to order more army cots.

ALCOA RUNNER (Alcoa), April 18—Chairman, T. Wasiluk; Secretary, D. Frank. Asked brother not to bring any mangos or trees into the States unless the okay is given by Agriculture Dept. in San Juan. Fishing very bad this trip. We did not go to St. Croix. \$9.45 in ship's fund. To install port hole in Bosun's fo'c'sle.

AFOUNDRIA (Waterman), March 10—Chairman, J. Cislecki; Secretary, R. Walton. No repairs have been made and there is a shortage of Lava soap and sanitary supplies. This repair situation has been going on for six (6) months. The crew has been cooperating fully on safety program. Topside doesn't seem to care if any suggestion involves spending a dollar. And then Company screams when someone sues. Penny-wise dollar foolish. Use a little discretion when using the heat aft. A suggestion was made to put a fresh air vent from the poop deck to the recreation room. Take it easy with the noise. Engine department head gushing sea water, it is suggested that we ask permission to use the hospital head. A vote of thanks for stewards department.

April 14—Chairman, J. Cislecki; Secretary, R. Walton. Delegate leaving this trip. Enjoyed his job. Hit extremes in weather. No use for money this trip. Captain will be contacted about the possibility of playing a phono through the speaker in the mess room. Engine department will contact the patrolman about re-

pairs that have been riding for six months. Crew pantryman in hospital with a broken leg. Steward is taking over his job and handling both jobs well. The captain would not authorize the steward to take on fresh milk, ice cream and other needed foods in Okinawa. Suggested the Company should be asked to be sure about sailing board times. Suggested that some independent type of heating system should be used for two rooms upper aft. Preferably electric. Upper four men are cold and lower 18 men are hot.

May 9—Chairman, A. Lipari; Secretary, J. Guard. Sailed deck engineer short due to error. This vessel having no ship's fund it was suggested that each member contribute \$1, to establish fund.

ANDREW JACKSON (Waterman), April 7—Chairman, B. Crael; Secretary, I. Llenos. Most of repairs taken care of. Rest to be done at San Francisco. Not to use washing machine at night. Fix drain at the washing machine room. Delegate to see engineer about the sanitary water for toilets. May 19—Chairman, C. White; Secretary, P. Lopez. Beef on unsafe working conditions on deck. Will check with port steward to be sure fans are put on board in San Francisco. Vote of thanks to steward department for a very good feeder and a job well done.

BATTLE ROCK (USPC) April 30—Chairman, G. Ruf; Secretary, R. McDaniel. \$30.25 in ship's fund. The deck department has a case of prejudice against the mate. This will be taken up with the patrolman. The wipers are not to stand any watches in port. 1st Asst. to be watched for doing crew's work. Sailors to take care of water-tight doors.

BENT'S FORT (Cities Service), May 12—Chairman, A. Herbert; Secretary, R. Alston. Showers being left on while no one is using them. Have patrolman contact captain to have door fans placed in starboard side fo'c'sle.

BRADFORD ISLAND (Cities Service), May 19—Chairman, M. Mische; Secretary, D. Knight. Steward to order new toaster in New York. Vote of thanks to steward department for a good job.

ALMENA (Pan Atlantic), May 26—Chairman, J. Sweeney; Secretary, A. Jones. Repair list completed except for one item. No beefs. Ship sold, will probably be turned over to new owners in few months. Some disputed overtime. Safety conditions improved. Reports accepted. Lines to be taken care of on way south and north.

ALCOA PIONEER (Alcoa), May 19—Chairman, W. Egan; Secretary, J. Pursell. Safety meeting held. Large amount of disputed overtime in engine department and small amount in steward department for shore gang work in Trinidad. Money collected for wreath for mother of crew member. Report accepted. Suggestion to take enough bread to last entire trip; buttermilk to be placed on board in PR. Want baker removed from ship for not performing duties properly. Suggestion to get pickled pigs feet. Discussion on proper disposal of garbage. Want better brand of milk placed on board in Mobile. Member thanked crew for floral wreath for mother.

CECIL N. BEAN (Drytrans), April 7—Chairman, J. Mays; Secretary, D. Collins. One member left in hospital in Trinidad. Few hours disputed overtime. Report accepted. Bathrooms to be kept clean. Need more pressure in drinking fountain. Linen money to be paid due to no laundry in Durban. Cots to be taken care of.

April 21—Chairman, G. Bussigle; Secretary, R. Smith. No beefs. Draws to be put out one day before arrival but dated date of arrival. Report accepted. Want cold drinking water and require more pressure in fountain. Return cots after use. Keep drinking fountain clean. Clean and turn off washing machine when finished with same. Trash not to be thrown from portholes. Headquarters report discussed.

May 20—Chairman, D. Collins; Secretary, J. Malcolm. Beef over first engineer. Few hours disputed overtime. Report accepted. Headquarters report discussed. Vote of thanks to steward department for job well done.

COUNCIL GROVE (Cities Service), May 20—Chairman, H. Vincent; Secretary, R. Voss. Two men short. Ship's fund \$6.73. Company to notify destination of next voyage so men not wishing to make trip can give 24 hours' notice. Need more agreements and clarifications aboard. Delegate to see steward department about menus and have him give more supervision to his department or bring it to patrolman's attention for him to straighten out.

DOROTHY (Bull), May 13—Chairman, E. Rublo; Secretary, T. F. Greaney. Work from all departments shows things are in order. Repairs to be taken care of before arrival. Required by crew that while in port all longshoremen are granted use of recreation room, this room be left in a clean condition.

ELIZABETH (Bull), June 2—Chairman, Louis A. Ramirez; Secretary, Ed. O'Rourke. Messman asks cooperation in keeping messhall clean. Beef about quality of fruit and vegetables to be referred to patrolman. Galley door needs a new lock or an inside latch. Definite payoff time wanted. Request a wooden covering be put over the fantail as there is on other company C-2 ships.

'We Choose...'



Seattle Jobs Moving Fast

SEATTLE—Shipping in this area has continued to run ahead of registration, said Jeff Gillette, port agent. More and more Class A men are taking advantage of this increase in job activity and are getting off the beach.

The Grain Shipper (Grain Fleet), Jefferson City Victory (Victory Carriers), and the Sea Cloud (American Merchant Marine) paid off and signed on. The Yorkmar, Calmar, Pennmar (Calmar) and Ocean Deborah (Ocean Transport) were in port to be serviced.

Note Shipping Upturn In Hub

BOSTON—Although things have quieted down somewhat on the labor front in this port, reports James Sheehan, port agent, shipping has taken a turn for the better during the past two weeks, and is keeping Seafarers here busy.

There were four vessels paying off, three signing on, and three were in transit. The Government Camp, Royal Oak (Cities Service); Battle Rock (USPC), and the Andrew Jackson (Waterman) paid off during the last period and the Government Camp, Royal Oak (Cities Service) and Andrew Jackson (Waterman) signed on. The Robin Gray, Robin Locksley (Seas) and Government Camp pulled into port to be serviced. All beefs were settled at pay off and all of the ships were reported in good shape.

The overwhelming swing to the SIU among tug and harbor craft workers and seamen both in the expanding Gulf offshore oil industry and elsewhere is ample proof—if any were needed—that these men have been exploited for years.

You can't argue with scores of 64-0, 146-9, 28-0, 12-3 and similar results. The heavy pro-SIU margins, often unanimous, are recognition that only the SIU offers genuine Union security in this industry.

In recent months, after an election victory in the Phillips Oil fleet, the SIU won the first union agreement ever negotiated in the Louisiana tidelands field. It followed this by signing what is regarded as the finest tug contract in the Gulf area with the giant G & H Towing Company.

In the latest instance, the 64-0 victory on the Baltimore tugs was achieved in spite of bitter opposition of United Mine Workers' District 50, in itself a ship operator whose tactics rank with the best that anti-labor employers were able to bring to bear in the bitter strike battles of the 30's. No wonder, then, that the tug men and tidelands workers are turning to the SIU today. They too need the kind of conditions and security which deep-sea sailors, under SIU contracts, have been enjoying for 20 years.

Something To Hide?

The very vocal opposition of several industry lobby groups on Government proposals for controls over employer-operated as well as union-operated and joint union-employer welfare funds follows a familiar pattern. Management groups have naturally opposed this bill, not necessarily because they have something to hide—though AFL-CIO President George Meany has testified that a number of them do—but because labor is a handy whipping boy and the bosses don't want to be bothered with the extra paper work anyway.

This notion that labor-is-guilty-per-se-but-business-is-clean follows the same kind of illogical thinking behind the one-sided Taft-Hartley requirements for a non-Communist affidavit from union officials only.

Coincidentally, two of the insurance lobby outfits opposing the bill covering all types of welfare plans are the same groups that arrayed themselves against the SIU when the Union sought—and won—a clear ruling from the New York State Attorney General upholding self-insured union welfare plans.

At that time, the SIU nipped an effort which would have cheapened welfare programs covering hundreds of thousands of NY workers by tossing them into the laps of the insurance companies. Now the same lobbies have come forward again to seek exemption from controls for the employer funds only. It does make you kind of wonder if they really are hiding something after all.

Insurance Lobby Balking At Welfare \$\$ Controls

WASHINGTON—While AFL-CIO President George Meany strongly urged approval of a bill to control both union and management operated welfare plans, the nation's insurance lobby has come out for limited legislation that would exempt management-operated funds.

Spokesman for three insurance groups—the American Life Convention, the Health Insurance Association of America and the Life Insurance Association of America—strongly oppose an administration bill which would require employer-run funds to file reports as well as those run by labor or jointly by labor and management.

Two of these three groups are the same ones which have tried, unsuccessfully thus far, to compel the SIU Welfare Plan and other self-insured plans to come under the control of insurance companies. These groups have declared they will go to Federal Court to compel self-insured funds to come under regulations in New York State which would virtually make it mandatory for them to pay premiums to an insurance company in order to operate.

Cites Company Misuse

In his testimony before a Senate labor subcommittee, Meany cited cases which he charges involved management misuse of employer-employee funds. There have been abuses in employer-managed funds, he said, which are similar to those actions by union officials which the National Association of Manufacturers termed "corruption and malfeasance."

He cited the case of General Electric which placed \$35,000,000 in annual health insurance premiums with Metropolitan Life Insurance Co. The insurance company has two directors in common with GE. General Electric, he said, has continually refused to talk of the plan's operations and has refused to offer the program for competitive bidding. At least one half of the plan is employee-financed.

Another example of management bungling, he said, was the failure of the now defunct Reed Glass, Inc., to pay premiums on its health insurance policies, although it withheld \$2,991 from employee wages. The policies lapsed without the employees' knowledge. The company also failed to pay \$64,000 in premiums on a promised pension program, leaving some 15 employees, who have reached the retirement age, to sue for their pensions.

Testimony by the federation president that a Boston transit firm received about \$400,000 in returns in one year from a company financed health and welfare plan brought demands from Sen-

ator John F. Kennedy for a prompt investigation into the plan by the Senate's special labor-management rackets committee.

The company Meany reported, the Eastern Massachusetts Street Railway Co., placed its policies through the Eastern Mutual Insurance Co., which the transit company organized. Last year the insurance company received \$670,510 in premiums, but rebated \$400,839 in "dividends" to the transit company to reduce operating expenses. The insurance firm also paid a total of \$95,000 in salaries to three officers and a claims manager. The three officers are also officers of the railway company.

The National Association of Manufacturers and many big businesses have been protesting any bill which would bring employer-controlled plans under public scrutiny.

Meany expressed preference for a bill proposed by Senator Paul Douglas (Dem., Ill) which would put Government control over employer as well as union welfare plans. A bill of this type has the approval of the Eisenhower administration.

Mayflower II Makes Port Under Tow

PROVINCETOWN, Mass.—The Mayflower II arrived here last week somewhat inelegantly under tow, but upright, after a 53-day voyage from Plymouth, England. Although he vowed the ship would make it under her own sailpower, Captain Alan Villiers relented when he ran into northeast headwinds off Nantucket Light and accepted a tow from a Coast Guard tug, the Yankton.

Captain Villiers said that without the tow he might have had to fight headwinds for a week before he could get the ship into port. No doubt there were a few victims of channel fever aboard who heartily cheered the decision.

Crewmembers of the 180-ton vessel boasted beards and an eight-week hunger for a good hot shower. All were reported in good health although many of them had suffered regularly from seasickness as the ship bounced about constantly in fair weather or foul.

The crew reported that the ship was overloaded with a variety of British cargo, including jeweled souvenirs of the voyage which are already being advertised at respectable prices in US magazines.

A crowd of about 10,000 people welcomed the Mayflower II at this Cape Cod resort, which was the first landfall of the original Mayflower on November 21, 1620. The Mayflower II spent the night at Provincetown and then was towed to Plymouth, the site of the famed Plymouth Rock, where further ceremonies were held.

After a brief stay at Plymouth, the Mayflower II will proceed to New York where she will spend the summer as a tourist attraction. After the summer the ship will be permanently docked in Plymouth as a memorial.

The original Mayflower was sold at auction and scrapped a few years after her now-historic voyage.

La Salle On London Run

For the first time since pre-Korean war days, the Waterman Steamship Company will start calling at British ports. Waterman has assigned the La Salle to open the service between the Gulf and London on the run from the Gulf to the continent. The La Salle will carry a load of pulp and general cargo.

Present plans call for twice-monthly schedules to the English capital. Waterman currently maintains regular service to northern European ports such as Antwerp, Rotterdam and Bremerhaven.

Del Mundo Gang Goes Out On The Town



SIU crewmen on the Del Mundo had themselves a ball in Santos, Brazil, recently, though the waitress seems a bit hard-pressed to keep the boys' exuberance in check. On hand for the occasion (l to r) were Herbert Mueller, oiler; John E. Brady, oiler; Davis, the bar owner; Mack Brendle, AB, and James Lea, DM. For the record, the lady is known as Lotus, according to Brady. Apparently a good time was had by all.

LOG-A-RHYTHM:

At My Side

By Thomas Ulisse

A sailor's life is a lonely one,
I'm told,
But this need not be if he has
memories of old;
When the sea is calm,
And the full moon bright,
With the stars in the heavens
And a glowing light,
The heavens above cast a ray
down to me,
As a guiding light for my loved
one to see.

Though shrouded in a heavenly
scented mist,
I can see the rosy lips that I once
kissed;
My love sent down from the heaven
above
Is at my side, my goddess of love.

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes." No "can-shakers" or solicitors have been authorized by the SIU.

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Phone: Randolph 2-4110
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Phone: Essex 5-2410



LOG-A-Rhythm Poem Applauded

To the Editor:

The poem in your May 24th issue is one of the best sea poems I have ever read. It is beautifully written.

While I did not like the last verse and wished the poet had merely suggested the final port without actually naming it, the

they would care to write me at 75 Paynton Road, Silver Hill, St. Leonards-on-Sea, Sussex, England.

Sydney A. Powell

(Ed. note: Copies of the LOG will be sent to you from now on as you requested.)

Morning Light Offered Thanks

To the Editor:

Please publish this in the next issue of the LOG.

The family of the late Mrs. Helen R. Dixon, mother of chief steward W. E. Morse, wishes to acknowledge the beautiful floral piece sent to her services by the crew of the SS Morning Light.

The crews' kind expression of sympathy is deeply appreciated.

W. E. Morse

Honest Barman Wins Praise

To the Editor:

We have with us on the Ines a fireman who left a couple of bottles in the Lido Cafe, 440 S. Beacon Street, San Pedro, Calif., three years and two months ago.

Our man didn't know what happened to his precious stock until he walked in there one day recently. To his surprise, the bartender recognized him and returned his property. In my book, that is honesty.

The drinks are reasonable and the food is good also at the Lido. The bartenders are Tommy, Mickey and Betty Boo. It seems like a good spot.

W. B. Yarbrough

Thanks Tampa For Blood Aid

To the Editor:

A million thanks to all the brothers in Tampa who were involved in arranging for the donation of blood for my wife's recent operation. Thanks especially to the donors themselves.

There is a deep, warm feeling in knowing you have friends at a time like this.

Cecil Wallick

Oceanstar Help Asked By Widow

To the Editor:

I would like to hear from any of the crew aboard the SS Oceanstar who knew my husband, Clarence R. Haun. He died of a heart attack May 13 at sea. Burial was at sea.

Any information any of the crew can give me concerning his death will be appreciated greatly. I don't know anyone aboard the ship whom I can write personally so I am taking this means of trying to contact the men. My address is 306 44th St., Fairfield, Ala. Thank you very much for your help.

Mrs. C. R. Haun

Letters To The Editor

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

preceding verses are so good that the poem still must be listed among the great.

I am sending you another poem of mine, "Queen of the River," which I wrote while sitting on the Brooklyn Bridge and watching a Hudson River Day liner churn past. I don't know its worth, but after reading the poem in your current issue, I certainly don't know why you should ever print my inferior poetry when you can get masterpieces like that.

Anyhow, I send it to you to use if you wish. Keep up the good work for poetry. You're doing swell.

Roy Fleischer

(Ed. note: The LOG poem referred to was "Final Departure," by C. Van Orden, describing an oldtimer's lonely wait for his last ship, bound for "heaven's door." A future LOG issue will carry a poem by Roy Fleischer, a sailor and sea poet of some renown in his own right.)

British Seaman Asks For Mail

To the Editor:

I am a member of the National Union of Seamen in England sailing aboard the SS Braemar Castle in the rating of night watchman, which comes under the steward department. I have been going to sea now 40 years.

We are now in Durban, but recently in Mombasa I found a copy of your newspaper and was wondering if it would be possible for me to have some copies mailed to my home address. Then on my next trip I could distribute them among members of my crew. I hope to be in England about the end of June and will mail you some copies of the "Seamen," which is our official union organ.

I'd also like to exchange views with some of your members, if

Burly

By Bernard Seaman



ALCOA POLARIS (Alcoa), May 24— Chairman, A. L. Danner; Secretary, J. E. Mannon. Make room for older and fireman in slop chest so each watch can have separate rooms.

ALMENA (Waterman), May 26 — Chairman, J. Sweeney; Secretary, Alex Jones. Repair list from last meeting completed but one item, and it will be fixed in the morning. No beefs. Ship sold and will probably be turned over to new owners in a few months. Some disputed overtime. Safety conditions improved.

ALCOA PIONEER (Alcoa), May 19— Chairman, W. Egan; Secretary, James Pursell. Safety meeting held. A large amount of disputed overtime in engine dept. and small amount in steward's dept. for shore gang work in Trinidad. Have enough bread to last

ship's reporter; Brother Juan Cruz was elected ship's treasurer, and Brother Sahuque was elected meeting secretary. Put all excess linen in linen bags also put cups in sink and don't leave them on hatch. A vote of thanks to all brothers from the stewards for the flowers they sent when his mother passed away.

May 12—Chairman, J. Bates; Secretary, Ed Sahuque. No beefs so far but will see agent in New Orleans about putting 120 days' stores on all Delta Line ships instead of 85 or 90 days. Africa run needs 120 days stores and lots of extra fresh vegetables.

DE BOTO (Waterman), April 21 — Chairman, None; Secretary, B. Shapiro. Screens for all port holes needed, not sufficient water pressure in after quarters (showers). Kickout panel steward's shower to be replaced. Repair list to be made out and given to the steward to be typed, prior to arrival US port.

May 19—Chairman, S. T. Zetterman; Secretary, S. Malvehan. Ship's delegate reported that the repairs had been taken care of to some extent. Some painting of messroom and crew quarters done. No major beefs to date. Reported everything running smooth. A vote of thanks was given "Scotty" Malvehan and the entire stewards department for the excellent meals served. Brothers getting off ship to strip all beds and leave quarters clean and ship shape.

FAIRLAND (Waterman), May 5— Chairman, P. Murphy; Secretary, M. E. "Doc" Watson. Deck dept. fo'sles to be cleaned properly by sanitary man. Steward dept. toilet seats need new springs. Crews and electrician's toilets flush back while at sea. Insufficient water pressure on sanitary line to crew's toilets.

GEORGE A. LAWSON (Penn Ship- ping), May 25—Chairman, L. E. F. Schmidt; Secretary, F. T. Calman. Shore leave in Trinidad in question. Coffee urn and new mattresses to be placed on repair list. Mail and doctor in Trinidad to be taken care of same as on the way down. The captain will pass out pay slips before arrival in States. Chief engineer's actions to be taken up with patrolman. Mate said that all rooms to be painted at next trip. Crew to be properly dressed in messroom. Question and discussion on who can use the recreation room.

KEYWOOD BROUN (Victory Carriers), March 24—Chairman, F. N. Meinerth; Secretary, A. Schroter. Our washing machine is new and the main beefs are that they have to leave it clean for the next fellow. Ask ship's delegate to get in touch with radio operator to have loud speaker re- pair in crew mess for the news. In- form about what kind of money the captain will put out in the next port.

INES (Bull), May 5—Chairman, A. C. Landwajtowicz; Secretary, W. B. Yarborough. This has been an extra good trip. No trouble, crew works together. Two (2) men missed ship in Kobe but captain didn't log them as he didn't figure it was their fault. Hotel manager failed to call them. Board in messhall is for official business only. Phony fire drills and draws should be kept off. In other words don't write any jokes on this board.

JEAN (Bull), May 26—Chairman, J. Steven; Sec. D. Forrest. Ship's delegate D. Piccilli, warns the membership of the importance of performing in SIU style. A vote of thanks by the membership was extended to the stewards dept. for excellent performance. The 1st assistant had rooms painted out after the deck dept. received clarifications from Baltimore that room painting above was deck dept. work. The difference and unrest in the deck dept. seems to stem from the mate's attitude and his manner of handling the dept. He is arbitrary and opinionated also takes personal issue with each delegate elected and has tried to fire several deck delegates. The membership is on record to have the Baltimore officials try to resolve this problem.

JOHN B. WATERMAN (Waterman), May 5—Chairman, B. Parker; Secretary, A. V. Aronica. No beefs. Ship's delegate asked crew to be in a sober condition at payoff. Letters were sent to Joe Aigna and Waterman's port engineer in regards to crew's toilets not functioning properly. Ship's delegate to see patrolman about same. New refrigerator needed in crews pantry. All soiled linen to be turned over to chief steward. Crew asked to be more quiet while men off watch are trying to sleep. Cups to be returned to pantry. Laundry room to be left clean after using. A vote of thanks to the steward's dept. for the excellent meals prepared and served. Tony Sosa is the chief steward.

JOHN C. (Atlantic Carriers), May 29 — Chairman, M. Barton; Sec. R. Aguilar. A letter was mailed to hq concerning proper loading on the SS John C. Letter was received from headquarters that action will be taken when the next safety shipping committee is held with the operator. Travelers' checks are hard to cash in the port of Kamaishi, Japan. All those who are getting off should leave the fo'sle keys with the next man staying on. Strip your bunk and leave the room clean for the next man taking the quitting man's place.

MARORE (Ore), May 20—Chairman, W. Lane; Sec. D. F. Carey. There is friction between the bosun and the crew. Received a letter of thanks from Willie Tomlinson whom we took up a collection of \$44.25 for because of his father's death. Former treasurer had given the money to Balt. hall. S. Canteril elected ship's treasurer. Letter to be drawn up to be turned into the hall about hos'n logging et and other practices.

Days Gone By



Seafarers Platt (left) and Rocky Adams are shown on the SS Algonkin in the Persian Gulf before the ship transferred foreign. Rocky sent it in to remind Platt to contact him on the MV Alamo, c/o Coyle Lines, New Orleans.

His 11th Ship Seems More Like His 13th

"This Mount Vernon is my eleventh ship since I broke out of the Army two years ago, but after being on here two months I'm beginning to think it's my thirteenth," says Seafarer Robert C. Meloy.

"The night before we sailed from Houston it was noticed that number one tank was squirting gas into the forward pumproom," Meloy noted. "The mate tried fixing it with everything from corks to bubblegum, to no avail. Since the ship was intending to sail as is, the Coast Guard was notified, with the usual results.

"A yeoman came down in the morning, had a bit of conversation with topside and we sailed—as far as the end of the Houston Ship Channel. The hook was dropped, the mate and engineer took turns diving in the pumproom with masks and we were on our way. It's the only ship I've been

on yet where the lookout tiptoes to the bow wearing a lifejacket," he commented.

Once the mixed cargo was delivered, the crew hoped the ship was headed back for the States, but wound up instead in Leghorn, Italy, after bunkering in Algiers, to take a load of straight gas.

Gassed On Cognac

"Only two things of importance happened then, the first of which was nearly the last," Meloy added. "After topping off the tanks with gas and himself with cognac, the chief mate spilled several hundred barrels on the deck which the deck watch tried to wash down without much luck. It seemed the hose had more holes in it than the mate's head. We finally made it to the harbor entrance but ran aground, thereby putting a few more holes in the bottom."

Eventually the Mount Vernon made it back to Haifa, discharged, patched its bottom with cement and began heading to what it is hoped will be home. "Seafarers sailing out of the Gulf in the next few weeks are advised to keep a sharp lookout, though," Meloy adds. "If this thing was ever rammed you wouldn't have to worry about an explosion, only lockjaw from the rust."

Safety Laurels Not Enough, Del Monte Seeking BB Win

Safety is not the only field in which the SS Del Monte leads the way; the gang has more than its share of spirit as well.

An open challenge has been issued by their newly-organized baseball club, the "Del Monte Mountaineers" despite one major setback already. "Our spring training game with the SS Del Sud ended rather sadly," reports ship's delegate Elden R. Arnot, "but we are now limbered up and raring to go."

The Mountaineers' loss to the Del Sud is not too unexpected, since the "Rebels" have fielded a good ball club for several years. Besides, the Del Monte has already earned its share of laurels in competition with the rest of the Delta Line fleet, by compiling the top safety record on the company's ships for 1956.

And if spirit can help them make the grade, the Del Monte can do it on the baseball diamond also. "Good or bad, big or small, we'll

take them all. Who challenges?" says Arnot. Arrangements for games can be made through the SIU halls in the Gulf or via Mississippi agents on the African run.

Josefina Is A Tramp



Tramping all over the Near and Far East on the Josefina are (top, l to r) George Almers, AB, H. Jaynes, bosun, and Roland Wi- man, DM, ship's delegate who rides herd on the gang. Above, standing in for the "bellyrobbing" department, are Bill Rosadas, 3rd cook; baker Leo Carreon; (kneeling), steward Frank Sortille and Harry Dean, chief cook. Carreon supplied the photos.

Digest Of SIU Ship Meetings

entire trip. Have buttermilk placed on board in Puerto Rico. Have baker removed from ship, for not doing his work properly. Suggested to have pickled pigs' feet placed on board. Discussion on proper disposal of garbage. Everyone asked to flush toilets properly. To see about having a better brand of milk placed on board in Mobile. Thanks given by member for wreath for mother.

BATTLE ROCK (USPC), May 26— Chairman, C. Ruf; Secretary, R. McDaniel. There was a lot of performing after leaving the last port. Received a letter from the welfare dept. Beef to be taken up with dept. delegate. Suggestion made to get some type of transportation for crew at company expense. Ship's delegate to inform captain of motion about payoff. New slop chest and medical chest to be made up for new crew. New repair list to be made out. Clean up your rooms before payoff.

CECIL N. BEAN (Drytrans), April 7— Chairman, J. Mays; Secretary, J. W. Malcolm. Suggestion to keep heads clean, also to see chief engineer about more pressure on drinking fountains, also linen money to be paid due to no laundry in Durban, also to take care of cots in deck.

April 21—Chairman, G. Buseglie; Secretary, R. Smith. A draw will be put out at sea a day before arrival but will be dated the date of arrival. To see chief engineer about getting cold drinking water also about the pressure on fountain. Suggestion to bring in cots and not to mistreat same. Help keep drinking fountain clean, refrain from spitting in same. Clean and cut off washing machine when finished. Do not throw trash or spit out of port holes.

May 20—Chairman, D. Collins; Secretary, J. W. Malcolm. Beef over 1st engineer to be ironed out later. General discussion of headquarters report. A vote of thanks to the steward dept. for a job well done.

CHIWAWA (Cities Service), April 28— Chairman, J. F. Keelan; Secretary, L. P. Hagmann. Keep laundry clean. Everyone shall leave it clean after using. The card players should leave messhall clean. Anyone leaving ship should strip bunk and leave fo'sles clean. Bosun promises to clean passageways leading to fantail. Since there has been a lot of trouble with toilets suggest that after using they be flushed with a bucket of water, until they can be repaired.

May 20—Chairman, B. Grice; Secretary, F. Reid. No beefs. Assured crew that continued persistence would keep food up to par on this ship.

CHARLES C. DUNAIF (Colonial), May 5—Chairman, H. R. Whisnant; Secretary, D. Skelton. Everything going smooth. One man missed the ship in Eureka, Calif., but joined in San Francisco. Captain said he would try and get new wringer for the washing machine in Japan. Crew was asked not to foul up while in Japan, and stay in sober mind while working. In the near future the patrolman shall check all repairs and requisitions and for steward dept. working gear. Vote of thanks was given to the steward department for a job well done. Crew was asked to take more care of coffee pot and toasters.

COE VICTORY (Victory Carriers), April 27 — Chairman, J. Nicholson; Secretary, J. Brigham. Storm doors in need of repair. Keep Koreans out of passageways. Repair lists to be turned in as soon as possible.

DEL MUNDO (Mississippi), May 2 — Chairman, C. E. Whidden; Secretary, G. W. Annis. No beefs at the present time, and would like to resign my post at this time. New delegate elected. Take money out of ship's fund to buy games for crew. Talk on use of ship's fund which is to be voted on under new business, on how much to use for the various things voted under new business.

DEL SANTOS (Mississippi), March 5— Chairman, J. Bates; Secretary, Ed. Sahuque. Brother Ernest Janoslo was elected ship's delegate by all brothers. Brother Jack Bates was elected

for SIU MEMBERS!



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IN THE NEW YORK & BALTIMORE HALLS

Mariner Meets Mayor



Seafarer Andrew "Danny" Daniluk (left) is greeted by Mayor Paul Asseman of Dunkerque, France, in the Mayor's chambers during a visit to the Town Hall. Daniluk, who was on the Seastar at the time, said the Mayor showed him around and invited him to participate in a local holiday celebration.

SEAFARERS IN THE HOSPITALS

- USPHS HOSPITAL
STATEN ISLAND, NY
- Edward Achee D. Ryan-McNeille
- B. Bonafont Pasquale Marinelli
- G. F. Crabtree Jessie Matthews
- E. Cruz Ahmed Mehssin
- Felix Cruz Thomas Moncho
- Raymond M. Davis Stefano Nappi
- Frank de los Reyes J. Olabarrista
- James Fisher C. Osinski
- Nolan L. Flowers Frank S. Paylor
- Percy Foster Paul Pope Jr.
- Rufus Freeman Markos Potiriadis
- Burl Haite Angel Rios
- Hans Hansen Eustaquio Rivera
- Henry Herkinheins John L. Roberts
- Thomas Horan Jose Rodriguez
- Alfred Kaju R. Szczygiel
- John Klepadlo Julio Valentin
- Paul Kronbergs R. Vellinga
- VA HOSPITAL
NEW YORK, NY
- Lloyd McGee
- USPHS HOSPITAL
MANHATTAN BEACH
BROOKLYN, NY
- Manuel Antonana Benjamin Martin
- Eladio Aris Albert Martinelli
- Fortunato Bacomo Vic Milazzo
- Frank Campbell Joaquin Miniz
- John Driscoll Norman J. Moore
- Robert Gilbert W. P. O'Dea
- William Guenther Ben Omar
- Bart Guranick George Phifer
- John Haas G. A. Puissegur
- Howard Hailey George Renale
- Everett Haislett Winston E. Renny
- Percy Harrelson Samuel Saunders
- Taib Hassen George Shumaker
- Billy Hill Kevin Skelly
- Thomas Isaksen Henry Smith
- Ira Kilgore Stanley F. Sokol
- Ludwig Kristiansen Michael Toth
- Frederick Landry Harry Tuttle
- Leonard Leidig Virgil Wilmoth
- Archibald McGuigan Pon P. Wing
- H. C. Melssac
- USPHS HOSPITAL
MEMPHIS, TENN.
- Claude F. Blanks
- USPHS HOSPITAL
FORT WORTH, TEXAS
- B. F. Deibler James Laur
- Siegfried Gnitke John C. Palmer
- USPHS HOSPITAL
NORFOLK, VA.
- Francis J. Boner Charles C. Brown

- Henry L. Horten W. D. Nuckles
- E. M. Jennings Clifford Vaughan
- L. B. Merriam William J. Wolfe
- VA HOSPITAL
HOUSTON, TEXAS
- John P. Williamson
- USPHS HOSPITAL
SAVANNAH, GA.
- Luis E. Diaz Fred Miller
- Jimmie Littleton H. T. Nungezer
- I. Lopez Billie Padget
- Ralph McDaries J. A. Richardson
- USPHS HOSPITAL
NEW ORLEANS, LA.
- William Bargone Jack Moore
- John W. Bigwood Simon Morris
- Charles R. Bourg Michael Muzio
- John B. Collins Randolph Ratcliff
- Thomas L. Crosby Tage H. Roslund
- Serio M. DeSosa Toxie Sanford
- Leon Diliberto William Scruggs
- William Driscoll Toefil Smigielski
- R. Eisengraeber Wert A. Spencer
- Leon Gordon Gerald L. Thaxton
- William Havelin Lonnie R. Tickle
- James Hudson Dolphus Walker
- Edward G. Knapp James Ward
- Leo Lang Ernest Wilson
- William Lawless Clifford Wuerz
- Harry P. Lewis Demetrio Zerrudo
- Robert McLamore Jacob Zimmer
- George Mitchell
- USPHS HOSPITAL
SEATTLE, WASH.
- Wayne T. Center Harry S. Murray
- Obert J. Morgan
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- Harold Clyatt Walter Maas
- Estaban Conquet Ebbie Markin
- Victor B. Cooper William Mellon
- Claudius Fisher Raymond Perry
- Joseph Gill Edward Scherzer
- John Glass Charles Shaw
- George W. Harris Dester Worrell

Raft A Puzzle To IreneStar

Maritime Day last May 22nd was nothing special for the IreneStar or most other ships at sea. But an item the IreneStar's deck gang fished out of the drink that day still has the crew puzzled. According to ship's reporter Robert E. Ayers, the ship sighted a raft from what turned out to be an Army plane, but when they came up to it there was nobody aboard and no sign that there ever had been anybody there. The raft was duly gotten aboard "with advice from all hands," Ayers said, but the mystery still remains. How did it get there—and why? We hope somebody can clear this one up.

Says Good Turn Also Rates One

To the Editor:
Let's talk about "Good Jobs." Every so often you pick up a LOG and read about some good "Good Joe" who passed away or who is in business. Well, now let's talk about a real swell "Good Joe." I'm referring to Sgt. James Hand (Retired). Sgt. Hand is well known among seafaring men

partment we would have been in pretty rough shape.

Thank you for everything. I hope the rest of the membership appreciates the Union and what it has done for the seamen and their families.

Yes, the baby is fine. It's a girl.

Bob Beliveau

Job Preference For Sons Urged

To the Editor:
I thought while I'm on this "romance" run I would sit down and drop you a line concerning our sons and the future of the SIU.

Here is something I would like to see done. I would like to have the Union give out some kind of certificate that we could give to our sons in the order of their birth entitling them to a preference in getting jobs. As you know, some of the brothers have passed the stage where they can cash in on the maternity benefits and this would be doing something for the oldtimers in the Union.

As in the case of most occupations, the sons of many SIU men would like to follow in their fathers' footsteps, but it is naturally difficult for newcomers to get jobs on our ships.

Letters To The Editor

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

from the Gulf and all coasts. He is always helping some seaman, especially if he's an SIU man.

Sgt. Hand has a very interesting hobby for which he saves cards and letters he receives from his many seafaring friends. He keeps them in an album, well-protected by cellophane.

He would more than appreciate it if some Seafarers would drop him a line by card or letter. All you have to do is draw a hand with sergeant's stripes on it and address it to him in New Orleans, La. He'll get it.

Duska "Spider" Korolla

Oldtimer's Wife Views Progress

To the Editor:
This is a note of thanks to all concerned with my recent visit to your wonderful hall in Brooklyn.

I appreciate most sincerely the courtesy and kindness afforded me, especially by Scotty Aubusson, the dispatcher, who escorted me around and explained everything. It was very interesting and, I thought, "what an improvement on Beaver Street."

My husband is on the SS Coal Miner, and is one of the oldtimers working on this American Coal situation. We are with you all the way and hope it is soon settled with the SIU the winner and still champion. Good luck and best wishes.

Mrs. L. P. Hogan

Applauds Union Welfare Service

To the Editor:
I'm writing this letter to thank the welfare department of our Union for the way it helped me and my wife in time of need.

I recently made a trip to the Persian Gulf and left my wife at home pregnant. I had an injury during the trip and when I came back home my wife went to the hospital to have the baby and I went to the marine hospital for an operation.

Things were pretty bad for us financially and physically and, for this reason, I want to thank Al Tanner and Toby Flynn for their cooperation in helping us receive all the Union benefits. This includes the maternity and vacation benefits which I received while in the hospital.

It will be another four or five months before I taste salt air and brine again. I'm still an outpatient and without the help of our Union and the welfare de-

Urges Global Union Drive

To the Editor:
Recently I was the guest of the Portline steamer MV Port Quebec on which my very good friend steward Hugh P. Ghee entertained several colleagues and myself.

The ship itself seemed very clean for a British ship, and well-stocked; however, there was one thing I noticed that didn't seem quite like our ships. Everyone of the key personnel aboard seemed very much partial to the shipowners, even at the risk of stepping on fellow members' toes. The general attitude was to skimp here and there to retain good favor with the company agents, and hang it all for the men.

We had quite a discussion on points relevant to shipping. Naturally in the course of such conversations you can ascertain quite a lot about various holding companies which prefer shipping consignments via foreign-flag vessels to avoid paying higher wages and taxes to America. Some of them even have their own ships to help transport these cargoes, in which they derive great returns while flying runaway flags.

Of course if a war came along, you'd see how quickly they'd switch flags again just to be under the protection of Uncle Sam. That is why I believe it is important now for the men of the world's real maritime countries to wise up and demand higher wages and proper union representation, preferably through an American union, as we are the most advanced.

This would make our own Union stronger, discourage American shipowners from flying the runaway flags and consequently make more jobs for us.

Harold G. Horowitz



As far as E. B. Tart (left) is concerned, shipmate Jonas Heidt (right) "is the best baker in the SIU." They're together on the Ocean Dinny.

Sailor Ashore In Boating Job

To the Editor:
I would like some of my friends to know that I am working ashore in Norfolk for the summer since shipping here is pretty slow at present.

If any of the boys who are down here are interested in any type of small craft or boat, they'd do well to come see me at Bell's Sports Marina. I have some nice ones on display.

Best of luck to all the boys. I will be back on one of our ships before winter comes.

C. O. Horton

Seafarer's Help Is Appreciated

To the Editor:
It is with great pleasure that I write this missive in praise of the SIU and the good brothers who belong to this great organization.

At this time, I want to give all praise and thanks to Brother Louis Suslowitz. On the 7th day of September, 1956, Brother Suslowitz and I were discharged from the US Public Health Service hospital in New Orleans, and he went back to work.

Since then, he has been a great help and comfort to me and I want to thank him publicly for it. This brother has really gone all the way to assist me, in the tradition of the "Brotherhood of the Sea." Good luck and God bless all hands in the greatest seamen's union in the world.

Charles "Pop" Sweeney

All Goes Well Aboard Penmar

To the Editor:
All is well on the Penmar right now. The deck department is working in harmony, and there are no beefs and very little disputed OT. Each and everyone is on his best behavior, so there is nothing to report except that this has the makings for one of those pleasant trips.

Brother R. Noren was elected ship's delegate by acclamation. This was a job he had held temporarily until he was officially elected.

Vincent E. Monte
Ship's reporter

EVERY
SUNDAY |
DIRECT VOICE
BROADCAST

TO SHIPS IN ATLANTIC EUROPEAN
AND SOUTH AMERICAN WATERS

"THE VOICE OF THE MTD"

WFK-39, 19850 KCs Ships in Caribbean, East Coast of South America, South Atlantic and East Coast of United States.

WFL-65, 15850 KCs Ships in Gulf of Mexico, Caribbean, West Coast of South America, West Coast of Mexico and US East Coast.

WFK-95, 15700 KCs Ships in Mediterranean area, North Atlantic, European and US East Coast.

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

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

WCO-16908.8 KCs
East Coast South America

WCO-22407 KCs
West Coast South America

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

WMM 25-15607 KCs
Australia

WMM 81-11037.5
Northwest Pacific

MARITIME TRADES DEPARTMENT

PERSONALS AND NOTICES

Raymond Queen

We regret to inform you that there has been a death in the family. Please get in touch with your mother at Cove Gap, West Va.

Jerry

Please send your correct address to Troy Thomas, P.O. Box 17, Waresboro, Ga.

Edward Nooney

Your records are filed under register number 74737 at the Public Health Service office, 67 Hudson Street, New York 13, NY.

Kai Hansen

ex-Jefferson City Victory
Contact the master of the Jefferson City Victory at 902 Southerly Road, Towson-4, Md., regarding clearance of your souvenirs.

Quentin Lee

ex-Lake George

Contact US Petroleum in reference to lost Union folder and credentials.

Logan M. Allen

Contact your wife at 739 Park St., West Palm Beach, Fla., about the luggage.

Ernest Harris

Get in touch with the Medical Business Bureau, 127 E. 60 Street, NY 22, NY.

Would Seafarers who have color slides of life at sea please get in touch with Laurence Stern, Christian Science Monitor, 1 Norway Street, Boston, Mass.

Arctic Next Canada SIU Target

VANCOUVER, BC—Organizing successes in the far north have been scored by the SIU Canadian District. The SIU affiliate has organized two companies employing more than 100 crewmembers in all departments. It plans to seek certification shortly.

The SIU drive will be stepped up shortly in the Great Bear Lake region, which is said to have great future potential. Canadian District officials believe the activity will eventually run right up to the Arctic Ocean.

Crewmembers in the two companies organized last month currently work 12 hours a day, seven days a week, without overtime or cargo time. The season runs four and a half to five months a year. The SIU Canadian District plans to bring wages and conditions up to its regular standards.

SIU Widens Coal Lead

(Continued from page 2)

In a speech to the Coal Exporters Association when he again called for the construction of modern coal-carriers. He pointed out that American Coal received charters only because it promised the Government it would build new ships for this trade.

Up until now, the company has been silent on its plans for new tonnage, if it has any. The Government charters were granted nine months ago, at the beginning of October, 1956.

Meanwhile, the National Labor Relations Board has postponed action on the case again both on the SIU's original unfair labor charges and the NMU's vote petition. The NMU, having a rough time on the hiring after boasting it would "whip the SIU," finds that the present impartial hiring system makes it difficult for NMU to get any kind of preference from the company. Consequently, by going to the Board, the NMU is exploiting whatever possibility exists that some changes could be obtained in hiring between now and the election.

The SIU, on its part, has filed additional charges with the NLRB relating to fringes of SIU men and other evidence of company discrimination, despite the hiring order, reflecting the company's anxiety to remove the SIU from the picture.

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:

Newton B. Edrington, 67: On February 26, 1957, Brother Edrington died of Hodgkins Disease in the USPHS Hospital in Staten Island, NY. He joined the Union August 19, 1944, and was sailing in the engine department. Brother Edrington is survived by El-dridge Edrington of Corpus Christi, Texas. Burial took place in Ridge Park Cemetery, Hillsboro, Texas.

Heinrich Sterling, 64: Brother Sterling died in the USPHS Hospital in Staten Island, New York, on November 21, 1956. Death was due to natural causes. He joined the Union April 9, 1947, and sailed in the engine department. Brother Sterling is survived by Aleksander Padu of Bronx, NY. Burial took place in Evergreen Cemetery, Brooklyn, NY.

Victor C. C. Burns, 56: Brother Burns died on May 1, 1957, at the USPHS Hospital in Norfolk, Va. The cause of death was a brain tumor. He joined the Union, March 28, 1956, and sailed in the deck department. Brother Burns is survived by O. S. Burns of Orangeburg, SC. Burial took place in Beaufort Cemetery, Beaufort, SC.

RECENT ARRIVALS

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

Maria Cirelli, born March 26, 1957, to Seafarer and Mrs. Pasquale O. Cirelli, Philadelphia, Pa.

Angelina Iglesias, born April 15, 1957, to Seafarer and Mrs. Raul Iglesias, Bronx, NY.

Michele Williams, born May 20, 1957, to Seafarer and Mrs. James E. Williams, New York City.

Darlene Alida Spivey, born May 16, 1957, to Seafarer and Mrs. Woodrow W. Spivey, Tampa, Fla.

Deborah Kay Stevens, born May 7, 1957, to Seafarer and Mrs. Thomas H. Stevens, Mobile, Ala.

Kenneth Drew Skonberg, born May 29, 1957, to Seafarer and Mrs. Kenneth M. Skonberg, Newburgh, NY.

Victoria Stankiewicz, born April 6, 1957, to Seafarer and Mrs. Vincent L. Stankiewicz, Philadelphia, Pa.

Calvin Alfred Crabtree Jr., born May 2, 1957, to Seafarer and Mrs. Calvin A. Crabtree, Crichton, Ala.

Beverly Lorraine Archer, born May 5, 1957, to Seafarer and Mrs. Robert Archer, New York City.

Clarence V. Dyer, III, born April 27, 1957, to Seafarer and Mrs. Clarence V. Dyer, Algiers, La.

Margaret Ann Tilley, born April 28, 1957, to Seafarer and Mrs. John R. Tilley, New Orleans, La.

Ann Rita Pinilla, born May 20, 1957, to Seafarer and Mrs. Louis Pinilla, Bronx, NY.

Frank Weston Drew, born May 17, 1957, to Seafarer and Mrs. Frank W. Drew, Mullins, SC.

Myra Gonzalez, born May 5, 1957, to Seafarer and Mrs. Mariano Gonzalez, New York, NY.

Tyrone Babb, born November 17, 1956, to Seafarer and Mrs. Otho Babb, Brooklyn, NY.

Linda Diane Raynor, born Jan-

uary 26, 1957, to Seafarer and Mrs. Oscar N. Raynor, Mobile Ala.

Elizabeth Jane Henley, born May 25, 1957, to Seafarer and Mrs. James B. Henley, Savannah, Ga.

Two Hurt In Ship Holdup

(Continued from page 3)

men fled down the gangway to a waiting car.

Police officers who pursued the bandits later found one suspect, identified as George Teomah, hiding behind a car. Teomah, who admitted he was the one who wielded the leg irons, gave the names of two accomplices.

Harris was taken to the Medical Center where an emergency operation was performed. He was reported in serious condition, suffering from a fractured skull and concussion. Chambers, 41, long a popular skipper with his crews, was not seriously hurt.

The gunmen had timed their robbery badly. They attempted the raid at 9:55 AM whereas the delivery of the payroll, originally scheduled for 1 PM Monday, was postponed until 1 PM Tuesday.

Teomah, the captured suspect, identified his accomplices as Bernard (Sonny) Berry and Ronald Spencer Steele. He named Steele as the "mastermind" behind the job.

A check of Union records shows a Ronald Steele had shipped on a probationary book for four days within the last three years. His last trip was coastwise from June 29, 1956, to July 3, 1956, on the Robin Tuxford.

The vessel was in from a four-month trip from North Africa and India with a cargo of iron ore. It was to be her last pay-off as an SIU vessel, as the ship was sold to Isbrandtsen.

YOUR SEAFARERS WELFARE PLAN

Maternity Benefit

This pioneering SIU benefit has turned out to be one of the most useful ever adopted by the SIU Welfare Plan, with individual benefits paid now nearing the 3,000 mark and total payments approaching \$600,000.

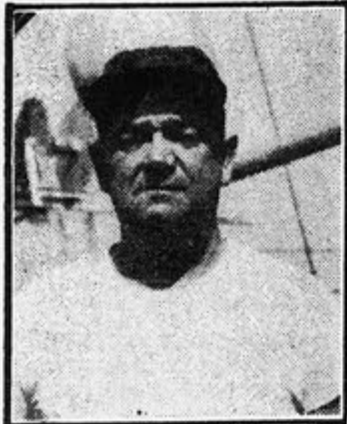
It was approved as of April 1, 1952, at the rate of \$200 for every child born to a Seafarer and still operates exclusive of family hospital benefits which cover other medical care costs. Twins and triplets get double and triple benefits accordingly.

Requirements are one day's seetime for the father in the previous 90 days plus 90 days in the last calendar year.

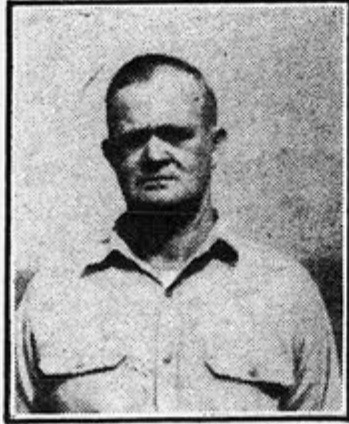
SEAFARERS
INT'L UNION,
A&G DISTRICT



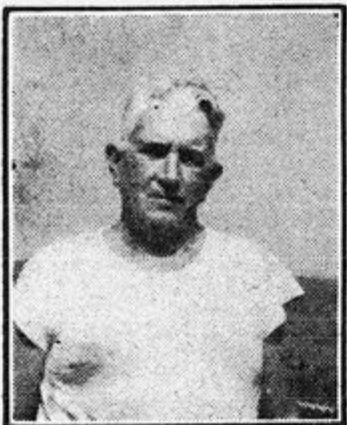
GOOD UNION MEN NEVER GROW OLD...



SUP Bosun Otto B. Hansen began sailing in '23.



'29 discharge landed DM job for SIU's Joe Cash.



40-year-man E. R. Deshong, SIU, has oiler's job.



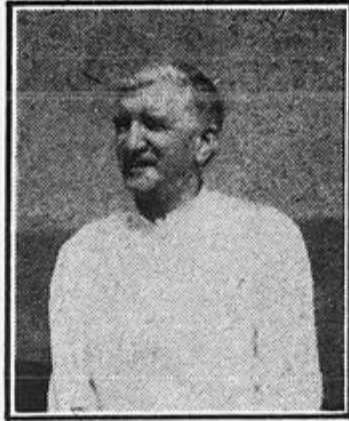
Bernardo Favila, SIU, a 40-year vet, is wiper.



39 years' time lands OS job for L. Pretious, SIU.



'19 discharge dates Carl Pederson, AB, of SIU.



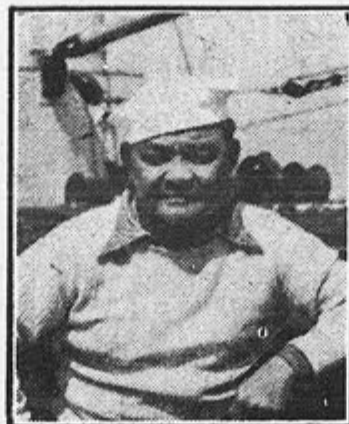
Michael Sparks of MCS started at sea in '17.



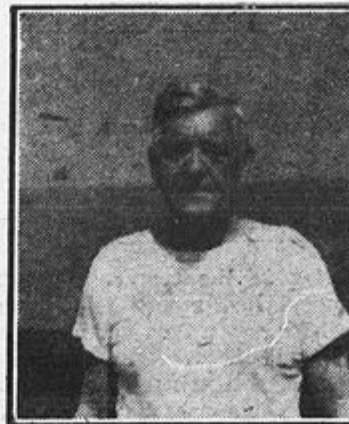
First trip for SIU's Tom Bubar, OS, was in 1906.



SIU oiler Lawrence E. Wessels started in 1916.



Apron Castillo, AB, SIU, boasts seetime from '28.



Walter Pottle, MM, MCS, has 50 years' time.

THE AMERICAN COAL beef has brought oldtimers from the Sailors Union, Marine Firemen, Marine Cooks & Stewards and the SIU-A&G together again to fight the battles of the 20's and 30's once more in 1957.

Seamen with a half-century at sea behind them, like these SIUNA veterans on the Walter Hines Page, are battling a new sub-standard operator, in the best tradition of the Brotherhood of the Sea. Hats off to all of them! (Photos by Seafarer Abe Goldsmit, steward on the Page.)

