

## 'SIU Freedom Threatened'

# US SEEKS RULE OF SEA UNION PACTS

—Story On Page 3



### Big Payoff In New Orleans

Among the first Seafarers to collect increased SIU hospital benefits in New Orleans, William Grimes (seated) receives \$21 weekly payment from SIU Patrolman Herman Troxclair at the local USPHS hospital. Looking on, discussing other features of broad new Union welfare program, are Seafarers Bill Walker, Donald Dambrino and Stanley Wright. (Story on Page 2.)

# New SIU Benefits 'Pleasant News' To Family Men

With new SIU Welfare Plan coverage coming into force for the families of Seafarers, men on the ships, in the Union halls and in the hospitals are showing keen interest and pleasure in the new and broader benefits.

Typical of many reactions to the Plan, Seafarer Gustaf W. Johnson wrote, "I can ship out now with an easy mind, knowing my wife and family are protected while I'm at sea. The increase in the death, hospital and pension-disability sure makes me feel good." Seafarer Phil Korol added, "having been with the Union since May of 1951 I am constantly amazed at the all-around coverage that our organization gives us."

The wife of one Seafarer living in Brooklyn was delighted to learn of the new surgical benefit. "I'm waiting for June 1," she said, "so I can go to the hospital and have my cataracts removed." She explained that her eyesight had been affected for some time now, and sooner or later her husband would have had to dig down deep to pay for expensive surgery.

"You mean," another Seafarer asked, "that I can pick any hospital and any doctor I want?" He was assured he had full freedom of choice in that respect, although he should take into consideration that some hospitals and doctors are more expensive than others.

Seafarer Isaac Antonio expressed his feelings this way. "This hospital plan is very good for Seafarer's families. It keeps them out of charity hospitals where service is very poor. As a proud member of the SIU I know we will gain more and more as we go along."

Several Seafarers wanted to know about the status of stepchildren. They were informed that stepchildren receive full coverage under the Plan.

"What about my mother and father?" was a question raised by several single men. At present the Plan does not cover parents, since there is no way of estimating total costs of the new plan and the trustees want to confine coverage to immediate families for the time being. However, coverage for Seafarers' parents is a future possibility, should it be shown that the Plan is able to carry the added load.

Then there was the Seafarer who was looking for a "two-fer"—two for the price of one. "If my wife has two things taken care of at one time in the hospital" he asked, "do I have to pay two \$50 bills?" He was pleased to hear that as far as the bill for hospital room and board and extras is concerned, he would only pay the first \$50 provided everything was taken care of during one period of hospitalization not exceeding 31 days.

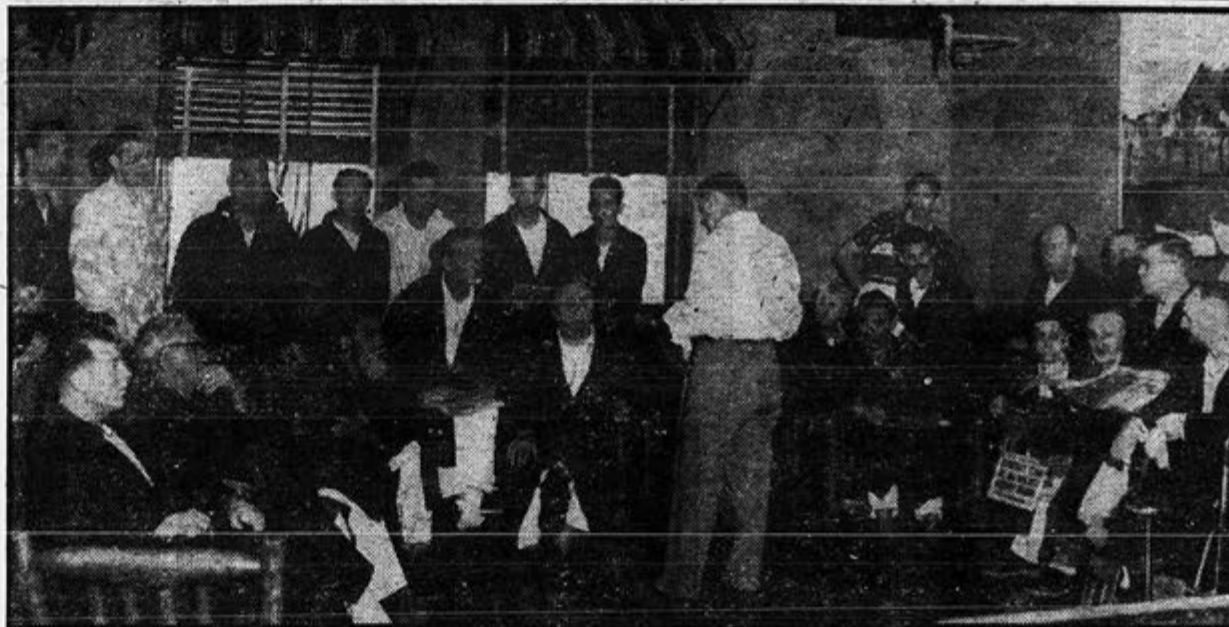
Seafarer John Driscoll, a patient at Manhattan Beach hospital called the increases in welfare benefits "pleasant news."

He added, "The establishment of a hospital plan to aid our wives and children in times of emergency is another instance of how our Welfare Plan is constantly on the alert to provide the membership with every possible safeguard."

Summing it all up, Seafarer Parry Roberts put it this way in a letter to headquarters: "I want to congratulate you and the others on the good work you have done. The Welfare Plan is one of the best benefits a seaman can have."

# New Benefit Cards Ready Union Family Welfare Program Begins June 1

A sample of the Seafarers Welfare Plan enrollment card appears on page 4 with notes on how to fill out the card properly.



Group of Seafarers at Manhattan Beach, Brooklyn, USPHS hospital listens intently as SIU Welfare Services representative Milton Flynn explains workings of new family benefits and increases in existing benefits for Seafarers.

The SIU Welfare Plan and the port offices of the SIU on all coasts are now readying machinery for assisting Seafarers with the new family surgical and hospital benefits to take effect June 1.

First effort of the Union will be to make it as easy as possible for every Seafarer to fill out the new Welfare Plan enrollment form. It is on this form that he lists all his dependents, his wife, and his unmarried children under 19 years of age. By filling out the form and mailing it in to the Welfare Plan, the Seafarer makes sure that his wife and children are protected and that there will be no hitch in payment of benefits provided under the Plan.

### Entitles To Benefits

In other words, the form officially entitles the members of his family listed on it to these benefits, provided, of course, the Seafarer meets the seetime requirements.

Every SIU ship will receive sufficient copies of this new form in the mail, along with this issue of the SEAFARERS LOG. The package of forms includes return address envelopes which should be used to mail back the completed form at the earliest opportunity.

In filling out the form, Seafarers are urged to follow instructions

carefully so that all questions are answered properly. In the past, the Welfare Plan has found that incomplete forms, such as the beneficiary cards which every Seafarer is asked to fill out, have often delayed payment of benefits. In some instances doubt has been created as to who was actually entitled to a particular benefit.

### Any Port Agent

Seafarers who are on the beach at present can get copies of the enrollment form from any SIU port agent.

As reported previously in the LOG the new benefits for the family provide for hospital room and board at a maximum rate of \$10 a day for as long as 31 days, plus a hospital expense allowance of up to \$100. The Seafarer pays the first \$50 of this hospital care bill, and the Welfare Plan picks up the rest of the tab up to the maximums allowed. This was done so that the Plan could provide a bigger benefit of longer duration, by eliminating hospital bills of \$50 or less.

On the surgical side, the family

is entitled to benefits up to \$300 according to a schedule of surgical fees for various operations, including a benefit for blood transfusions. Non-surgical hospital patients will be entitled to payments of \$4 a day each day that their doctor comes to the hospital, up to 31 days' visits.

### Other Increases

Along with the new family benefits, the Union negotiated increases in benefits involving all Seafarers, married or unmarried, including a \$6 weekly increase in Seafarers' hospital benefits to \$21 a week; a \$10 weekly increase in payments to disabled Seafarers making them \$35 a week, and a \$1,000 increase in death benefits to \$3,500. Other benefits provided by the plan are \$200 maternity benefit, 4 annual college scholarships worth \$6,000 apiece, a special equipment benefit for post-hospital aid, the loan and meal book program, dormitory facilities for Seafarers on the beach and the Andrew Furuseth Training School Program which is located in Mobile Bay.

# SIU Convention Hears Reports

MONTREAL, May 25—The seventh biennial convention of the Seafarers International Union of North America is in full swing here at the Sheraton-Mount Royal Hotel. Delegates from the various SIU affiliates have made their reports to the body and committees have been elected to deal with the various issues up for action.

A highlight of the convention, of course, is the report on the recent three - department SIU Pacific

District election victory over Harry Bridges' outfit. Plans are in the making for future action to obtain a contract which will provide full protection for SIU cooks and stewards on the West Coast, as soon as certification of the SIU's Marine Cooks and Stewards union comes from the NLRB.

### Hiring Hall Defense

Washington's plans for the maritime industry, and the successful defense of the hiring hall are other matters which are being acted on. Unions of fishermen, cannery workers and harbor workers are presenting their own proposals dealing with problems they face in their segments of the industry.

Delegates attending the convention represent approximately 62,000 seamen, fishermen, cannery workers and allied marine work-

ers in the United States and Canada. The SIU A&G delegation consists of Secretary-Treasurer Paul Hall; Assistant Secretary-Treasurer Bob Mathews and four port agents, Lindsey Williams, New Orleans; Cal Tanner, Mobile; Earl Sheppard, Baltimore and Steve Cardullo, Philadelphia.

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Disabled Seafarer Burten Frazer, (r.) counts out his new, higher weekly payment, while disabled Seafarers Ernest Eklund, James Hamilton, and Edward Hansen (standing) smile approval.

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**It's News To Mrs. Hobby**

Seafarers who remember how Secretary Oveta Culp Hobby of the Department of Health, Education and Welfare tried to do away with the Public Health Service Hospitals will not be surprised at the way her Department has snarled up the polio vaccine program.

Last year Mrs. Hobby couldn't understand why seamen should get so excited just because she wanted to shut down the hospitals. Just recently she excused her unpreparedness for a vaccine distribution program by telling a Senate Committee "no one could have foreseen the public demand for vaccine." Actually, it appeared that everybody had foreseen the demand except Mrs. Hobby, including the National Foundation for Infantile Paralysis which spent millions in advance orders, and the press and public which watched the vaccine tests with such avid interest.

Incidentally, Mrs. Hobby's agency is known to her critics as the "Department of not-too-much Health, Education and Welfare."

**New Recreational Set-up For Seafarers In NY**



View shows newly-established recreation room in New York headquarters port. The spacious, well-equipped room was made possible by the closing of the headquarters facilities to the general public. The new policy was put into effect after a study aimed at increasing the recreational and other facilities for the enjoyment of the membership. Public features of the NY building—cafeteria, Sea Chest and Port O' Call—had been attracting increasing public business. The SIU felt that closing of these facilities would prevent crowding of Seafarers and make room for additional recreational facilities. The first two weeks of the new operation have shown the correctness and success of this new policy.

**Anonymous Letters Sing Curran Tune**

Seafarers ashore and some men on ships have reported to headquarters receipt of an anonymous "open letter" from a non-existent group of "oldtimers" in the SIU. Actually the letter is being circulated by an outside group in an apparent attempt to drive a breach between the SIU A&G District, the Sailors Union of the Pacific and the Marine Firemen's Union.

The four-page mimeographed letter, circulated on the eve of the SIU International convention, echoes the NMU, ARA and MEBA official position on the defunct Conference of American Maritime Unions and on the experimental Tonsina agreement. This is the same tactic that was used when the NMU, ARA and MEBA circulated an attack on SUP Secretary-Treasurer Harry Lundberg on the eve of the last CAMU conference.

**Attack Lundberg**

Both documents add up to a vicious personal attack on Lundberg, who is president of the SIU of North America. As such they stack up as "war of nerves" propaganda against Lundberg, serving the purposes of NMU president

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

Joseph Curran in his attempt to diminish Lundberg's stature in maritime labor.

Maritime observers agree that the long-range objective of Curran's attacks is an attempt to obtain rank over Lundberg, as well as to cover up Curran's sell-out of the NMU hiring hall. M. Hedley Stone, NMU treasurer, described Curran's action in this regard as destroying the security of NMU members. The Tonsina and CAMU questions are being used by Curran as clubs for his objectives. If it had not been these, Curran would have created some other issues.

**Operators' Line**

While making pretense of gentle rebuke at Curran so as to avoid appearing sympathetic to him, the author of the letter repeats the standard Curran arguments calling for joint negotiations through CAMU so that Curran and the subsidized operators of the American Merchant Marine Institute could call the tune in maritime.

As one crew spokesman put it when the anonymous letter was brought to the Union hall, "this stuff smells just as bad as the rest of their propoganda. How could they expect anybody to fall for it?"

**Meeting Night Every 2 Weeks**

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: June 1, June 15, June 29.

All Seafarers registered on the shipping list are required to attend the meetings.

**'HAVE NOT' US NEEDS SHIPS—NAVY SEC'Y**

WASHINGTON—Underscoring the need for a US merchant marine, Secretary of the Navy Charles S. Thomas told a Washington audience that this is a "have-not" nation

and as such "it is a fundamental truth that the United States cannot get along without merchant vessels. Without our own ships we cannot be assured of obtaining the necessary raw materials we need . . . The merchant marine remains as indispensable as the Army, the Navy and Air Force or the Marines."

Atomic energy, he pointed out, does not in any way change the need for an adequate merchant fleet, whose functioning is vital to farmers, factory workers, businessmen and every US industry.

The Navy Secretary said that the US has a list of 77 raw materials which are considered essential to the economy. Only 11 of

these are produced at home in sufficient quantity. The rest must be imported in increasingly larger amounts, including such everyday items as aluminum, iron and other ores, coffee, sugar, tea and vegetable oils.

As a consequence, he expressed concern over the fact that 80 percent of the US fleet will be obsolete in ten years, and nine out of every ten ships is too slow for wartime use.

"If general war should ever occur," he warned, "there will not be time to resurrect a merchant marine. Our survival . . . will be largely dependent on the merchant shipping which is available."

**PROPOSED US BOARD IMPERILS FREEDOM OF SIU CONTRACTS**

WASHINGTON—A proposal for full political control of maritime labor relations which would strip sea unions of their right to negotiate contracts in free collective bargaining has been put forth by the chairman of the House Merchant Marine Committee. The proposal, which would be called the Maritime Labor Stabilization Act, is the creation of Representative Herbert Bonner.

The proposal would set up a system whereby a Government board, to be known as the US Board for the Settlement of Maritime Labor Disputes, would be in on contract negotiations every step of the way. In the end, the Government would have the power to impose its own terms through compulsory arbitration, subject to review by the courts.

The new proposal is expected to draw unanimous condemnation from maritime unions. SIU Secretary-Treasurer Paul Hall described it as "a built-in set of bights for seamen's unions that would deliberately foul up every attempt to negotiate with the shipowner on any contractual matter. More important, the very freedom of our union would be threatened."

"Also, far from encouraging stabilization, this system would tie negotiations into so many knots that unions would be compelled to resort to strikes as the only method left for untangling a Government-sponsored mess."

Labor relations in maritime, he pointed out, have been working smoothly for years now in the SIU, through the medium of direct collective bargaining without Government interference.

Hearings on the Bonner plan are scheduled to begin June 1 before the House Merchant Marine Committee with both management and union representatives expected to testify. SIU spokesmen will appear at the hearings and inform committee members of the Union's reactions to the plan.

The Bonner proposal resembles in many ways the Railway Labor Mediation Act. Without attempting to describe it in detail, it can be said of the proposal that it sets up a whole series of mazes through

which labor and management would have to pass in order to emerge with a contract or even with a single clarification of a single overtime beef. Delays would be up to 170 days or more on any contractual item.

Should the SIU, for example, contact any shipowner on any contract matter for purposes of negotiation or clarification, the new board could enter the picture on the shipowner's request and freeze everything for 90 days.

After that an inquiry committee could be appointed by the Secretary of Commerce. Then the Attorney General could get an injunction against a strike. Then another inquiry committee could take another 60 days after which the Labor Board would be called on to take a vote on contract terms.

By this time, any beefs raised by Seafarers and contract proposals made by the Union would have long since grown stale. New situations would have arisen to pile on top of old ones with nobody able to catch up on the backlog.

This, in effect, has been the experience of many railroad brotherhoods, who are tied to the Government by the Railway Labor Act—ostensibly the basis for the new

(Continued on page 15)

**SIU Co's Assigned 2 Victories**

Seafarers will crew two Government-owned Victory ships on June 10 as "Operation Blue Jay," the summertime supply run to Arctic military bases, gets underway in earnest.

The High Point Victory has been assigned to Bull Lines and will come out of lay-up in the port of Norfolk. It is expected that she will take a crew out of the SIU Norfolk hall.

The Robin Line will operate the McAllister Victory. This ship is currently in lay-up in Beaumont, Texas, and will be crewed in the Gulf, either from New Orleans or Houston.

It's been the practice of the Military Sea Transportation Service over the past several years to break out a considerable number of Victory ships for the northern run. These ships supply a variety of military bases in Greenland and other Arctic areas during the months when Arctic waters are ice-free. Some of the Victory ships that will be broken out will also be used in regular MSTs operations, as will the knot-type ships that have been broken out on the West Coast.

**All Eyes On Cameraman**



Six-month-old Darlene Walls is all attention, along with parents Mr. and Mrs. Kirt "Rocky" Walls, as LOG photographer fires away. Darlene, born last November 11, is one of many SIU babies in New Orleans whose parents received the \$200 maternity benefit plus \$25 defense bond for the baby.

**NY Needs Engine Rates, Pumpmen**

NEW YORK—Shipping at the headquarters branch continued to run well in all departments this week, especially for rated men in the black gang. Engineerroom jobs remained on the shipping board for three and four calls before getting any takers.

Pumpmen waiting to ship can almost write their own ticket, according to Claude Simmons, assistant secretary-treasurer and New York port agent. Simmons urged all Seafarers with tanker experience in the engine department to go up for pumpmen's endorsements now while the demand lasts.

**Fourteen Payoffs**

Shipping statistics for the port over the past two-week period were reflected in a total of 14 payoffs, eight sign-ons and 20 vessels in transit.

Meanwhile, Simmons cautioned all Seafarers that shipboard loggings for any reason may cost them their papers and their rights to continue shipping.

The Coast Guard recently stepped up efforts to tighten the net around merchant seamen.

Some Seafarers have already been hauled up before hearing panels to explain such minor infractions as turning in late on the job by as little as five minutes. In the case of more serious offenses, men have had their seamen's papers lifted and can no longer sail.

Commenting on the situation,

Simmons called on the membership to beware of performing of any kind which might give the Coast Guard an excuse to pick up their papers.

The port official also pointed out the case of a steward who missed the Seanan (Stratford) before she sailed from New Orleans for Mobile a few months ago so that the stores were never checked. The result was the ship left on a three-month trip with only 75 days' stores.

At the payoff this week, crewmembers described the sum total of their food for the last ten days as oatmeal, oxtail and prunes. They were without coffee for nine days.

The incident, Simmons said, shows how important it is for the steward to handle his job properly so that the stores are checked before sailing.

**NOW AVAILABLE** ON THE SHIPS AT SIU HALLS  
**YOUR SEAFARERS HOSPITAL AND SURGICAL BENEFIT ENROLLMENT CARD**

This card should be filled out by every Seafarer, even if he is single and has no dependents.

Make sure to list every dependent you have, giving the full name, age and date of birth.

Where it says "book number" enter your Union number, whether book or permit.

Don't forget to sign and date the form when you are finished. Do it as soon as possible.

If you have any questions about the Welfare Plan, contact your nearest Union port agent.

**ENROLLMENT CARD**

EMPLOYEE'S NAME \_\_\_\_\_  
 Last First Middle

Z-No. \_\_\_\_\_ Book No. \_\_\_\_\_

Soc. Sec. No. \_\_\_\_\_

Dependents—Wife and Unmarried Children less than 19 years old.

FIRST NAME	MIDDLE	DATE OF BIRTH	AGE
WIFE			
CHILDREN			
CHILDREN			
CHILDREN			
CHILDREN			
CHILDREN			
CHILDREN			
CHILDREN			
CHILDREN			

Date \_\_\_\_\_ Employee's Signature \_\_\_\_\_

**Mass. Governor Hails Revival Of Boston-PR Run By Alcoa**

BOSTON—Seafarers aboard the SIU-contracted Alcoa Roamer helped launch the first regular cargo service between this port, Puerto Rico and the Virgin Islands since the days of the clipper ships last week, when a brand-new monthly Alcoa service got underway.

Present plans call for the Roamer to remain the only ship on the run, which includes stopovers in New York and Baltimore. Alcoa has operated a weekly freight service to Puerto Rico from those ports for some time.

The Alice Brown (Bloomfield) also made the news briefly this month when the ship had a picket-line thrown around her after she docked at Castle Island. A walk-out by union lumber handlers, caused by a misunderstanding over their new contract, wound up

after five hours in a settlement between union and management negotiators.

**Respect Picketlines**

Seafarers were not involved in the dispute, although they respected the picketlines, Port Agent James Sheehan pointed out. The ship had come in for payoff and sign-on.

Reopening of the Boston-Puerto Rico route was marked by ceremonies aboard the Roamer attended by Governor Christian A. Herter of Massachusetts, repre-

sentatives of Alcoa, and Puerto Rico, and some 100 other maritime and Government officials.

At a buffet luncheon on the ship last week, the Governor presented Capt. George Dunlop, master, with a silver Paul Revere bowl for presentation to Puerto Rico's Governor Luis Monoz Marin on arrival. Similar ceremonies were expected to be held in San Juan for the occasion.

**Maryland Unions Honor Legislative Friend**



SIU Baltimore hall was scene of testimonial dinner to Maryland State Senator Robert B. Kimble given by both AFL and CIO unions in the state. Senator Kimble (at microphone) is considered one of labor's staunchest friends in the legislature and has sponsored much of the legislation endorsed by trade unions.

**Beware Of Case Chasers**

Despite the best efforts of the authorities, the Public Health Service Hospitals are still plagued with ambulance chasers. Seafarers approached by these characters or their front men are advised for their own good to give them a fast brushoff.

It is well known that the ranks of the ambulance chasers contain many who will charge excessive fees or simply sell out their clients to the companies. Most of them are known to be pretty poor lawyers or else they wouldn't be digging for business the way they do.

The time to choose a lawyer is not while you are sick or injured and being hypnotized by a fast line of chatter. Wait until you are recovered and then if you need an attorney go out and shop around for the best attorney and the best deal you can get.

**DO YOU KNOW —**

YOUR BENEFITS?  
 YOUR WIFE'S BENEFITS?  
 YOUR FAMILY'S BENEFITS?



GET YOUR COPY NOW

OF THE NEW, EXPANDED SEAFARERS WELFARE PLAN—AT ANY SIU HALL!



Seafarers who served as members of the SIU delegation to the annual convention of the Alabama State Federation of Labor in Mobile recently pose for a group picture to record the event. Included are: Aubrey Kennedy, Jr., David F. M. Sykes, Charles D. Merrill, Francis M. Regan, J. V. McClantoc, Charles Garris, Joseph G. McDonald, Arnie Cobb, James Cole, Johnnie R. Harenday, Wm. H. Fillingim, Frank Reid, Joseph J. McAndrew, Stephen Kotich, Wm. Wallace, Frank E. Edmonds, James H. Dickinson, Wm. E. Atkins, Robert Broadus, W. C. Byrd, Fred O. Swenson, Jr., Wm. J. Stephens, King W. Elliot, August Lazzaro, Clifford E. Taggart.

## Snack Bar Big Hit In Mobile

MOBILE—Newcomers to the SIU hall here are finding the new snack bar and other facilities just opened by the branch a real pleasure to use.

The first-class meals served at low prices are attracting a real following among Seafarers who have had to make do at other local eateries until now.

Port Agent Cal Tanner reports that the dining spot in the hall is doing a rushing business.

In addition to regular meals and a luncheon special each day, the snack bar also offers a variety of items for a quick feast at all hours. Seafarer Phil Reyes, steward, is seranging the snack right now to whip the operation into shape.

### Nine Month Payoff

Arrival of the Sea Cliff (Coral) a few days ago proved to be occasion for a payoff in real Seafarers' style, the agent also noted. Al-

though out on articles of better than nine months, the ship came in clean as a whistle.

He pointed out that the condition of the ship was a real tribute to the crew and delegates, who did a fine job of bringing her in. The only sour note in the whole proceedings is that the ship had been sold to an NMU company while still out at sea, and was delivered to her new owners the day after payoff.

But the biggest item for discussion among the membership this week was the new SIU welfare benefits, and the fact that the fam-

ily coverage now provided will help end all worry about medical and hospital care for Seafarers' families while they are out at sea. Up until now, this had been a major item for concern among the large family membership here.

The branch membership and officials, meanwhile, extended their deepest sympathy to the family of Seafarer M. J. Smyly who died recently, after having shipped out of this port in the deck department for many years. Brother Smyly is survived by his wife, one child and several brothers who are also seamen.

# House Unit Cuts \$51 Millions In Maritime Funds

WASHINGTON—The House Appropriations Committee took the carving knife to maritime fund requests with the result that both operating subsidy and construction funds were cut well below last year's appropriations.

## Oldster, 77, To Seattle: Keep Unity

SEATTLE—Old in years but young in spirit, Seafarer Bernard Roll, 77, sparked last week's SIU membership meeting here by calling on all Seafarers to take the advice of a Union old-timer who had been through the mill.

One of nearly 50 disabled Seafarers now receiving the new \$150 monthly pension-disability benefit, Roll recounted the gains he has seen happen over the years, and took the occasion of the latest welfare increase to make his point. "Only with a Union such as the SIU," he pointed out,



Roll

"can all of us hope to go forward to a better life for ourselves, our families and generations to come. "It is important to remember always that the saying 'In Unity There Is Strength' has real meaning. This is being demonstrated all the time in the SIU, as our Union pioneers the way to new gains for all of us," Roll added.

The action of the committee is not final since its reports have to be voted on by the full House and by the Senate. However, maritime interests will face an uphill fight to get the fund requests restored to their original levels.

### Subsidy Funds Cut

The committee cut \$25 million from the \$115 million request for operating subsidies, getting it down to \$90 million. The fiscal year 1955 appropriation was \$115 million. It set a limit of 1,847 subsidized voyages for the year.

The Maritime Administration's ship construction program took a severe beating, with \$64.7 million voted against a request of \$102.8 million. Last year, Congress was more generous, voting \$82.6 million for this purpose. The cut-backs would undoubtedly have bearing on the Maritime Administration's program for construction of new prototype ships.

The over-all total appropriation voted by the Committee is \$177,445,000, which is \$51 million less than the sum voted last year.



# Shipping Round-Up & Forecast

## Shipping From May 4 to May 17

Port	Registered								Shipped								Total Ship				
	Deck A	Deck B	Eng. A	Eng. B	Stew. A	Stew. B	Tot. A	Tot. B	Deck A	Deck B	Deck C	Eng. A	Eng. B	Eng. C	Stew. A	Stew. B		Stew. C	Total A	Total B	Total C
Boston	8	5	6	1	5	2	19	8	10	2	0	8	0	1	4	6	0	22	8	1	31
New York	63	19	49	16	53	16	165	51	53	13	3	41	21	4	38	6	1	132	40	8	180
Philadelphia	28	5	30	5	8	6	66	16	19	3	0	12	2	0	5	2	0	36	7	0	43
Baltimore	47	27	41	25	33	20	121	72	44	7	0	47	23	0	29	17	1	120	47	1	168
Norfolk	10	12	13	6	7	6	30	24	6	4	1	3	6	2	2	4	3	11	14	6	31
Savannah	6	3	5	0	3	3	14	6	0	2	0	0	1	0	0	3	0	0	6	0	6
Miami	0	4	0	0	8	6	8	10	0	1	0	1	2	1	10	2	0	11	5	1	17
Tampa	3	2	4	3	5	1	12	6	5	0	0	0	1	0	0	3	1	5	4	1	10
Mobile	18	7	26	9	24	7	68	23	25	3	0	3	7	0	19	17	0	47	27	0	74
New Orleans	33	6	28	8	31	11	92	25	36	5	0	26	22	0	30	9	0	92	36	0	128
Lake Charles	13	13	4	16	4	7	21	36	7	4	2	4	6	0	3	5	0	14	15	2	31
Houston	40	21	21	7	15	18	76	46	19	16	1	11	4	0	18	5	3	48	25	4	77
Wilmington	7	2	3	5	6	4	16	11	4	0	9	2	5	3	7	3	2	13	8	14	35
San Francisco	31	6	12	12	21	9	64	27	21	9	10	8	4	1	16	4	3	45	17	14	76
Seattle	11	8	8	9	5	5	24	22	10	14	1	7	7	1	6	8	2	23	29	4	56
TOTALS	318	140	250	122	228	121	796	383	259	83	27	173	111	13	187	94	16	619	288	56	963

Shipping throughout the A&G District held fairly stable during the past two-week period, as all ports shipped a total of 963 men compared to a total registration of 1,179.

Contrasted with the last period, the over-all picture showed shipping up in five ports, down in five others and about the same in all the rest.

The continued strong position of class A men showed easily in the ratio of better than two class A men shipped for every class B man who got out during the period. Percentage-wise, class A shipping accounted

for over 64 percent of all shipping in the District in the last two weeks. In proportion to the number registered, class B men enjoyed shipping opportunities equally as good as class A men.

Major differences noted port by port appear in the West Coast ports where shipping fell off a bit during the last two weeks. These same ports also accounted for more than 50 percent of all class C shipping, indicating no takers among A and B men. New York and Houston also dipped somewhat, but Mobile and Baltimore came back stronger.

**Boston:** Outlook fair.

**New York:** Good for rated black gang, especially pumpmen.

**Philadelphia:** Should pick up. One payoff due. Arlyn, idle, may call crew.

**Baltimore:** Activity of past two weeks should continue.

**Norfolk:** Not too active, but High Point Victory should take crew.

**Savannah:** Very quiet, little in sight.

**Miami:** Several ships due, maybe tanker or two.

**Tampa:** Slow.

**Mobile:** Picking up a bit, but still slow.

**New Orleans:** Not much expected.

**Lake Charles:** Fairly good, but plenty registered to fill whatever comes up.

**Houston:** Slowing down, only one ship scheduled.

**Wilmington:** Needs rated men to fill jobs coming in.

**San Francisco:** Class A, B men can be choosy. Outlook good.

**Seattle:** Expected to stay good.



Photostat of payroll check issued to one of the \$1-an-hour armed strikebreakers hired at the Savannah county jail during the CIO telephone workers' strike against the Southern Bell Co. County officials cooperated fully in the recruiting of strikebreakers, and provided space in the jailhouse for a local hiring agent.

## Enlist Finks At Savannah Jail

SAVANNAH—Just as its original employer-Chamber of Commerce backers said it would, Georgia's so-called "right-to-work" law helped make lots of jobs over the past three months, but they were all for armed guards and special deputies serving as strikebreakers in the now-ended Southern Bell telephone strike.

CIO strikers this week approved terms of a new contract reached in negotiations between Southern Bell and the Communications Workers of America (CIO).

Seafarers and SIU port officials who backed the CIO strikers in their bid for a square deal on new pact terms reported armed men wearing badges and nondescript insignia of every kind roaming throughout the city and county area all through the strike. The object apparently was to intimidate telephone workers and sympathy pickets into going back on the job.

The gun-slugging strikebreakers were hired at \$1 an hour, issued a badge, a deputy card and a gun, and then turned loose to trail "suspicious-looking" townfolk. They were hired by a private

detective agency in Atlanta, which had a local agent on the job to do the hiring here. Prospective guards were told they were hired solely for the purpose of guarding prisoners at the county jail, but the closest they came to that was when they filled out their applications in the office space provided for them at the jail.

### Roamed Highways

Eventually, they were put out in cars and on foot to roam the highways and oversee the scabs working Southern Bell installations.

Chatham County officials, it appears, cooperated fully in the dirty work, since they permitted the hiring to be done right in the jailhouse.

The strike ran nearly three months in nine southern states before the settlement was reached. Seafarers in all Gulf ports helped out at strike kitchens and picket-lines throughout the beef.

## Lake Charles AFL Signs CS Refinery

LAKE CHARLES—All is quiet on the labor front now in this port, following the signing of a new contract between the AFL Metal Trades Council and the Cities Service refinery here.

The refinery workers won several major items in the new pact and are happy that the sparring is over. Now the arena is shifting to the Firestone rubber plant here, where negotiations for a new agreement are in progress. Seafarers here are keeping an eye on these negotiations.

### Plenty of Men

Meanwhile, Port Agent Leroy Clarke reported shipping holding up pretty well, but advised against any sudden rush of men into the port. "We have plenty of men here to fill any jobs we expect in here soon," he pointed out. During the past two weeks, the port

## MA Head Urges Steps Reviving Domestic Runs

LOS ANGELES—Revival of the domestic trades, new-style ships and cargo handling systems as well as construction of US-flag bulk ore carriers were listed by Maritime Administrator Clarence G. Morse as three of the major challenges to the US merchant marine.

In a speech before the Los Angeles-Long Beach Propeller Club, the Maritime Administrator placed heavy stress on new ship-types and new cargo handling methods as answering the needs of both domestic and offshore operations.

In the domestic trades, he advocated introduction of new ideas, declaring, "I think the use of trailer ships, roll-on, roll-off ships and other means of non-break-bulk carriers is long overdue in the domestic trades." He criticized existing operators who feel that C-type ships are adequate for these purposes, pointing out that the loading and unloading of cargo with present-type equipment is the most

expensive single item in the entire shipping business.

In 1938, he pointed out, the US had 694 ships in the domestic trades compared to 437 today. The trend can be reversed, he repeated, by modernizing cargo handling both on ship and shoreside as well as by establishing "competitive rates" between railroads, trucks and ships.

Morse declared further that the ship replacement problem is a general one for the entire merchant marine and action must be taken to avoid mass overaging of US ships in the 1960's.

On the ore ship problem, he revealed that Secretary of Commerce Weeks made a formal request to big corporations that import ores to place their ships under the US flag. He said the Government was ready to provide construction subsidies for building ships for that purpose.

## Senate For C-1 Philippine Sale

WASHINGTON — A long-pending sale of C-1 ships to Philippine Islands operators has been approved by the Senate. The measure now goes to the House Merchant Marine Committee for further action.

The sale of the six ships, which are C-1, MAV-1 types, has been pending for three years now. The bill was first introduced in May, 1952, and was opposed then on the ground that it would involve re-opening of the Ship Sales Act.

All of the ships, plus two N-3 types, have been operated for several years by Philippine ship-owners under a charter arrangement with the US Government.

# YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

Written exclusively for THE SEAFARERS LOG. by Sidney Margolius, Leading Expert on Buying

### Tips on Buying House Paint

Seafarers of course, are expert hands with a paint brush and roller. But a Seafarer who is also a homeowner will be interested and probably pleased to know that it isn't necessary to paint at home as often as aboard ship, and in fact, the popular tendency of homeowners to paint a house every three or four years may actually be harmful.

Inside the house, too, moderate-income families tend to paint and wallpaper more often than they should, including renters as well as home-owners, chiefly because they select unsuitable papers and paints to start with.

If you use a good-quality paint, you should not have to paint the exterior of a house more than once every six years with a two-coat job, or one every four years if you give it only one coat. It won't help to repaint any oftener, and in fact may harm the house, because over-frequent painting will build up too thick a coat over the wood. Good paint weathers away slowly, and needs that chance to weather first. If the paint film is too heavy, the paint may blister, due to reliquification of the old paint underneath, or crack and peel, requiring removal of the entire film—a time-consuming chore. Sometimes, of course, such blistering or cracking may be due to moisture rather than overpainting. That's another reason to use good paint at home, because inferior paint is poor protection against moisture.

### Exception To Rule

Comparatively new houses may be the exception to the advice against repainting oftener than six years with two coats, since frequently moderate-price new houses have only two coats to start with, and it is probably safer to repaint sooner than the recommended six-year interval. But if you are changing over from a dark to a light

color, be sure the paint film definitely has worn thin, because the two or three coats necessary to hide a contrasting color increase the risk of building up too thick a coat.

Just because the paint surface is dirty doesn't mean the house needs painting. Wash it with a synthetic detergent, using a long-handled brush or sponge. Then rinse the detergent off with a hose before it dries. You may find that underneath the grease and dirt, the paint coating is in good condition, paint experts advise. But if you do find that the coating has become so thin and weathered that the surface beneath shows through, then you do need new paint. Sills and ledges generally need painting more often than vertical surfaces.

Many families also tend to redecorate the interior too often. One survey found that more than half the families questioned redecorated interior walls within three years, and many refinished instead of cleaning the walls.

A big reason for the over-frequent interior redecorating, the researchers found, was the tendency to use untreated wallpapers and flat paints in kitchens which really require washable wallpaper and semi-gloss paint or enamel. The families surveyed generally had to replace wallpaper and flat paint most often, and enamel and varnish least often.

**Buying Exterior Paint:** You don't have to pay top price for the costliest advertised brands of paint. There are many private-brand paints and lesser-known brands which are as good quality.

The way to buy exterior paint is to compare the formulas of different brands as shown on the labels. The formulas show the composition of both the "pigment" and the "vehicle." Most standard quality paints nowadays contain a blend of white lead, titanium and zinc. The

lead is in there for toughness, the titanium for brightness and because it sheds dirt, and the zinc for hardness. However, white lead is the most expensive ingredient, and some cheaper paints tend to give more titanium and less lead in the pigment, and more "thinner and drier" and less pure linseed oil in the vehicle. So one way you can compare quality is to see how much white lead and pure linseed oil you are getting for your money. This is not to deprecate the value of the titanium, which has good hiding power. However, as the US Forest Products Laboratory advises, from a long-range point of view, white lead stands up best without cross-grain cracking.

From this point of view, it is not advisable to buy an exterior paint with much less than 17 percent white lead in the pigment, and closer to 30 percent would be preferable. The vehicle should be at least 80 percent linseed oil and not more than 20 per cent thinner and drier, in fact a little less is preferable. Some low-grade outside paints have as much as 25 percent thinner and drier in the vehicle, and sometimes also, a large percentage of water mysteriously labeled "aqueous emulsion."

**Buying Interior Paints:** Latex or rubber-base emulsion paints have become increasingly popular because they are easy to apply with roller or brush, don't show brush marks as much as oil paints, are less odorous, and roller, brushes and "spills" can be washed off with water. After it has a chance to cure, which takes about 30 days, rubber-base paint is scrubbable. However, it still may be a mistake to use rubber-base paint in kitchens and bathrooms as many families now do. They are still "flat" paints and do not resist spots and dirt as well as semi-gloss oil paints, enamels and alkyd-base paints, which are highly-washable and non-yellowing. Rubber-base paints are more suitable for living and bedrooms.

# Trampers Seek US Subsidy, Get Rebuff

WASHINGTON—Proposals for a \$20,000 per month operating subsidy for US-flag trampships have been put forth at a hearing of the House Merchant Marine Committee.

Spokesmen for the American Tramp Shipowners' Association indicated that such a subsidy would result in vastly increasing the number of tramps under the American flag with a consequent rise in US-flag job opportunities. A heavily-cut Appropriations bill for the American merchant marine, however, gives little hope for any subsidy aid to tramps during the coming fiscal year.

The subsidy proposal, witnesses declared, would serve a double purpose. They would enable US-flag operators to compete with foreign flags and would provide means for tramp shipowners to replace their aging Liberty ships.

### 75 US Tramps

At present there are about 75 tramp ships operating under the US flag. The \$20,000 per month subsidy for them would represent Government aid to the tramp fleet in the amount of \$18 million a year for these ships. The figure would

go up, of course, in the event more ships were added to the tramp fleet.

In presenting the subsidy argument James Stuart, head of the tramp association, told the committee that US tramps only carried 18 percent of US cargo handled on tramp ships. The other 82 percent went on foreign tramps.

Total tramp cargo movements in 1954 amounted to 60 percent of all dry cargo operations. Consequently, rehabilitation of the US tramp fleet is a must, he said, "if we are to maintain a well-balanced, adequate merchant marine capable of carrying at least 50 percent of our foreign commerce, one of the goals set forth in the Merchant Marine Acts of 1936."

Since more than half of all US ocean-going commerce is tramp trade, the US merchant fleet could never hope to approach the 50 percent mark without giving aid to tramp operators.

Another witness said that with operating subsidies from the Government, the tramp shipowners would be able to get cargo.

# Seafarers Step Out For Hotel Employees



Under eyes of onlooker, crewmembers of SIU-manned Florida give boost to striking Miami hotel employees by taking their regular turn on picketline between trips. Picketing Empress Hotel are (left to right) A. Gonzalez, E. Enrego, M. Brito, C. Lavado, J. Cambler, A. Suarez and V. Cortez. Luxury hotels have been struck throughout city in effort to get union recognition.

**If you're at sea WHEN ILLNESS STRIKES AT HOME...**

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**SEAFARERS WELFARE PLAN**

HOSPITAL AND SURGICAL BENEFITS

INCREASED SOCIAL SECURITY BENEFITS

# Seatrains Route Change Ups New Orleans' Jobs

NEW ORLEANS—Shipping showed a brisk but brief upturn here during the last two weeks, due principally to a re-routing involving four Seatrain vessels.

The changes, under which the Seatrains New York and Savannah went on the New York-Savannah-New Orleans run and the Seatrains Georgia and Louisiana now operate New York-Texas City, produced a scramble when the New York and Savannah reached here recently.

### 'Texans' Sign Off

SIU men who prefer to hit Texas at the southern end of the voyage signed off and made room for a number of replacements, who were glad of the chance to get out. The switch means that there are now four ships, the New Jersey, Texas, Georgia and Louisiana on the run to Texas City. There was no change affecting the New Jersey or Texas.

Another change, under which repairs for Pan Atlantic ships will now be made in New York, has been announced by the McLean interests now operating that company.

### Pan Atlantic Repairs

Delegates aboard Pan Atlantic ships who had been turning in repair lists at the Gulf end of the coastwise run are advised to turn them in prior to reaching New York. The revision in repair practices results from a schedule change instituted following the purchase of Pan Atlantic from Waterman by McLean.

Mobile, where repairs used to be made, has now been eliminated as a port of call on the coastwise schedule. Moreover, although Pan Atlantic ships now pay off here, in New Orleans, any beefs involving repairs should be reported to SIU patrolmen in New York, where such operations can be settled promptly to the best interests of all concerned, said Lindsey Williams, SIU port agent here.

Williams left soon after for SIU headquarters in New York, where he joined other SIU-A&G delegates in advance of the SIUNA Convention which opened in Montreal this week.

# Stay Put For Idle Pay

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

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

# Port Plans Stir Fight In 'Frisco

SAN FRANCISCO—Maritime interests in the Bay area are not looking too kindly on a proposal for a new deep-water port at Sacramento which the Army Engineers estimate would cost about \$34 million today.

Sacramento, the state capital, is about 60 miles inland from San Francisco, on the Sacramento River. In 1946, the estimated cost of the project was about \$10 million. Today, it has nearly quadrupled.

### Strong Competition

Several Bay ports already service California's interior valleys, and all of them compete energetically for the traffic. As a result, statistics quoted by some shipping officials show that in 1938 San Francisco had 4.2 percent of America's exports, but only 2.7 percent in 1954. Meanwhile, exports from the US have increased 500 percent and the Bay area's population increased by 50 percent during the same period.

Other arguments against a big Federal outlay for a deep-water port at Sacramento are that it would mean higher costs for shipowners and at the same time multiply the financing difficulties of the existing ports in which Federal, state and local governments already have hundreds of millions of dollars invested.

# Delegates Meet, Beefs Decline



Bosun Clyde Miller (right) takes up a minor beef with delegates at meeting aboard the Del Mar (Mississippi). Crewmembers said a new system of delegates' meetings started during the voyage made the 42-day trip one of the most pleasant experienced aboard the ship in many months. Delegates present when the photo was taken (l-r) were: George Perdreauxville, engine; Vic Romolo, steward; Bob Garn, ship's; Harold Plunkett, Stewart; Frank Russo, deck, John Benedict, steward department, was not present at the time.

NEW ORLEANS—The Del Mar (Mississippi) returned here last week from Buenos Aires with the crew reporting a clean ship at the end of a pleasant 42-day voyage, aided greatly by a new system of delegates' meetings instituted during the run.

"The big thing we accomplished was harmony and teamwork among the crew," said Bob Garn, ship's delegate. "No one was fined or logged during the entire voyage. Everybody in the crew deserves a pat on the back for the way they cooperated with the delegates to iron out differences. The trip was a good experience for all hands and we hope the system works out satisfactorily."

What turned the trick was a delegates' administration that operated in truly democratic fashion, according to Frank Russo, deck delegate.

"We conducted all of our business out on the table so everyone would know what was going on," he said.

### Delegates' Meetings Open

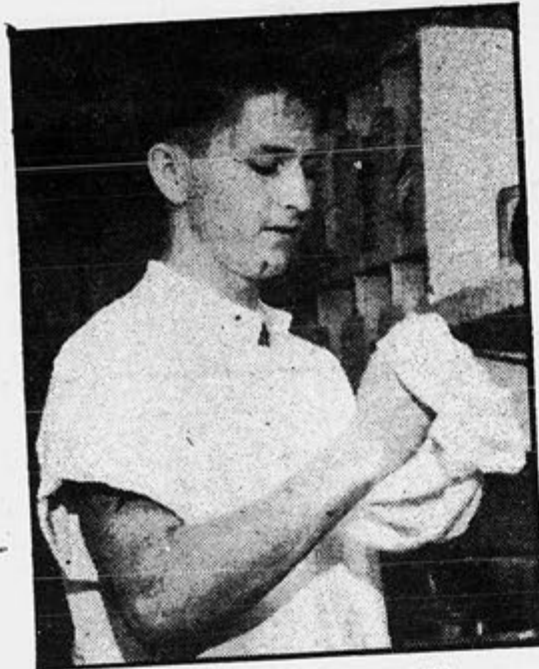
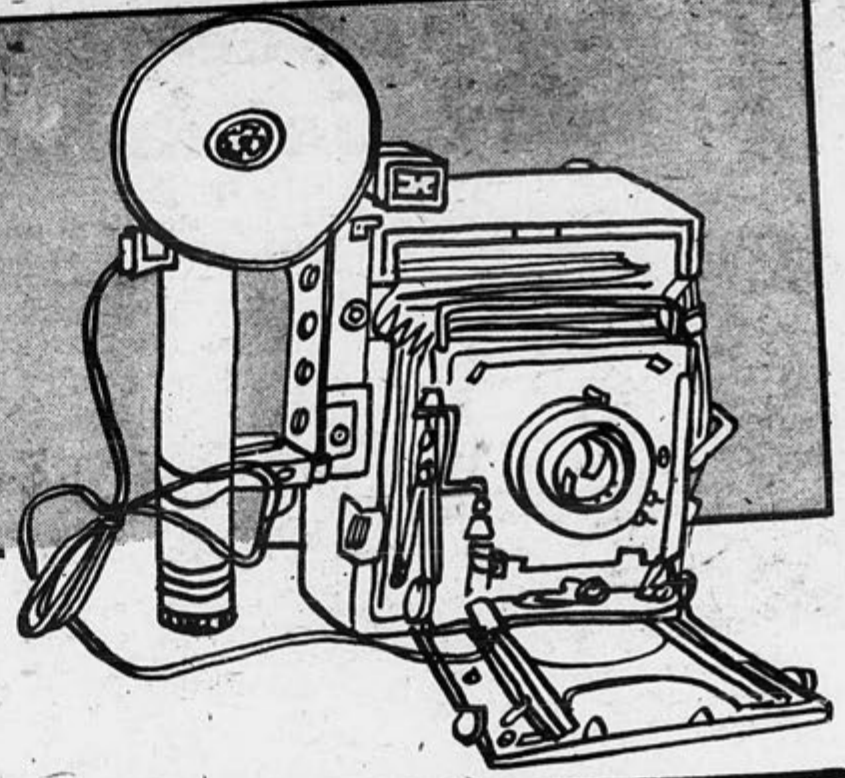
After election of delegates on the south bound leg of the voyage, the delegates announced that thereafter all members of the crew who were interested were invited to attend future meetings of delegates. These meetings were, of course, in addition to regular meetings of the crew. Ample notice of meetings of delegates was given to the crew in advance, and men having real or imagined beefs

were urged and encouraged to bring them to the delegates for consideration at the meeting.

Everyone soon supported a policy of turning a deaf ear to complaints that hadn't been taken up with the delegates when they met, Garn explained. As a result little beefs were settled before the molehills assumed mountainous proportions.

Members of the delegates' board were Garn, Russo, George Perdreauxville, engine, and John Benedict, Vic Romolo and Harold Plunkett, steward department delegates.

# Close-Up of Two SIU Crews

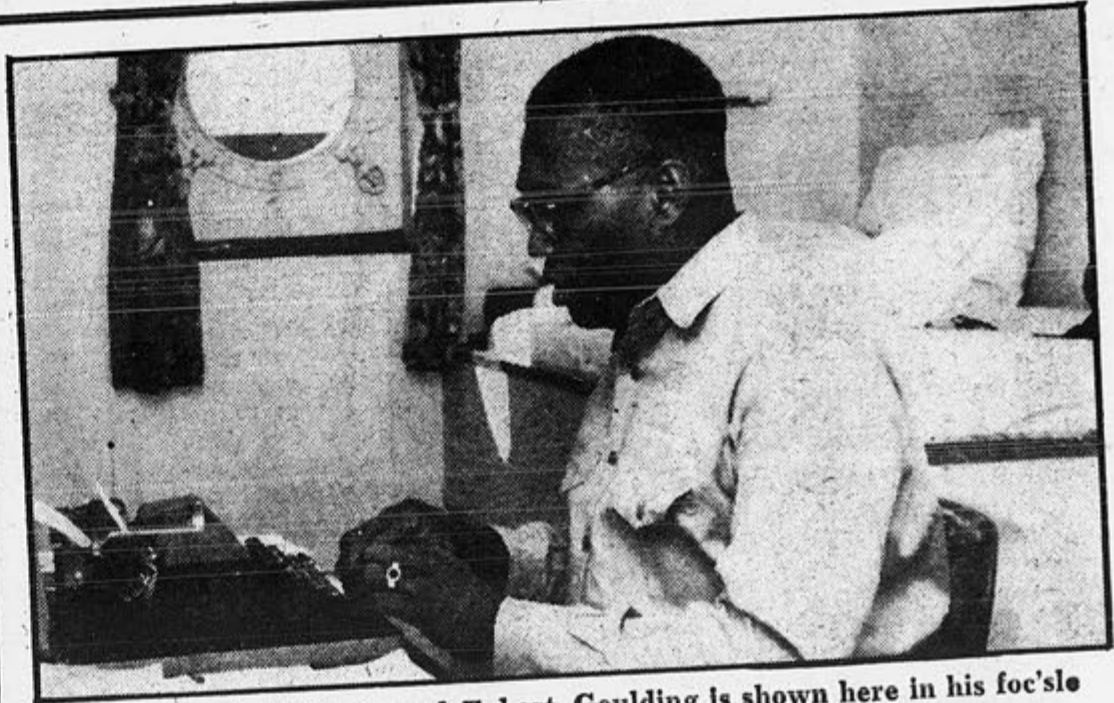


Crew messman George E. Young in galley.

# SS ALCOA PARTNER



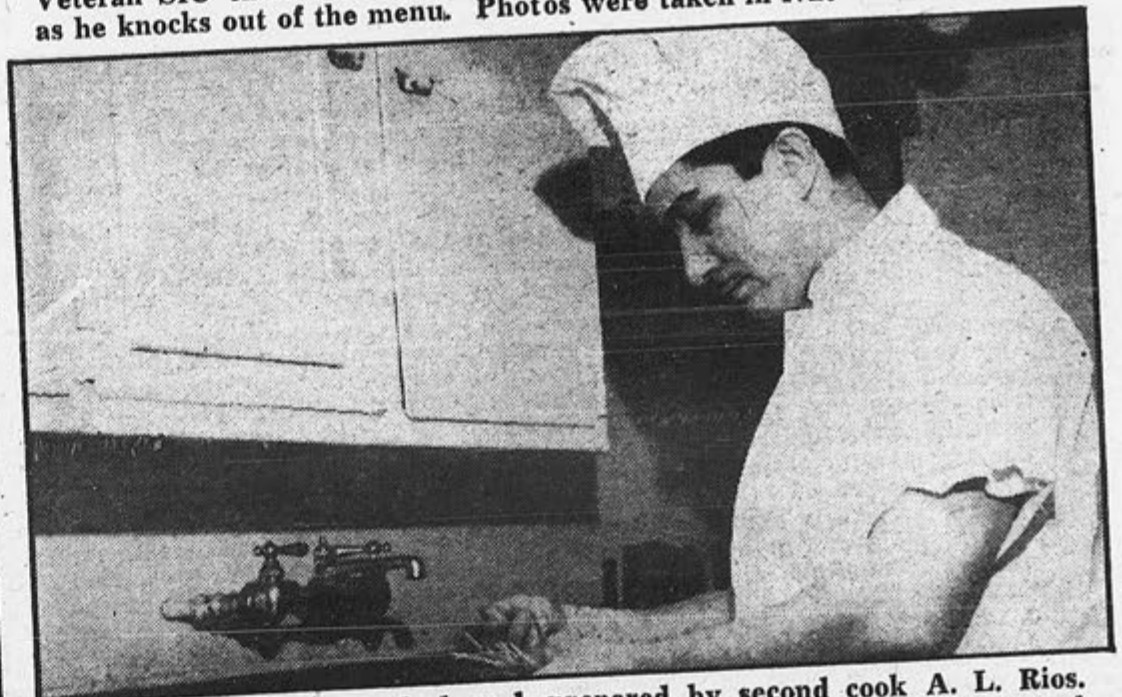
Piping hot, a batch of fresh biscuits comes out of the oven. Night cook and baker T. D. York kept the crew content with fresh breads.



Veteran SIU chief steward Egbert Goulding is shown here in his forecabin as he knocks out of the menu. Photos were taken in NY.



Digging in at mealtime chow are Vincent Quinn (left), bosun, and H. D. Don, OS, of the Partner's deck gang. Plenty of fresh milk was on hand to keep the crew in ample supply.



Salad greens are washed and prepared by second cook A. L. Rios. Fresh salads at mealtimes are an attractive item that add variety and appeal to feeding aboard any ship.





Marore crewmembers report to SIU patrolmen in Baltimore on ship-board meetings. (L.-R.) G. Masterson, patrolman (standing); J. F. McLaughlin, W. Jackson; Rex Dickey, patrolman; W. Taylor, F. Smith.

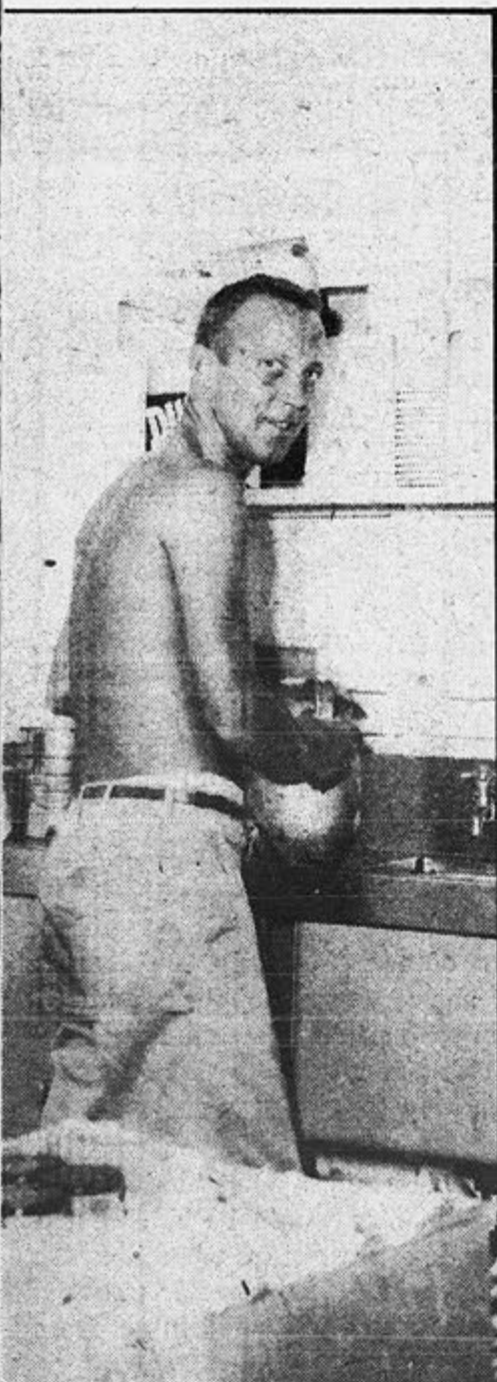


Deck engineer J. F. McLaughlin of the Marore is caught in relaxed mood in his foc'sle.



Here's quartermaster W. P. Jackson catching up on reading.

# SS MARORE



Crew messman is shown at work in galley getting everything in shape for next meal.



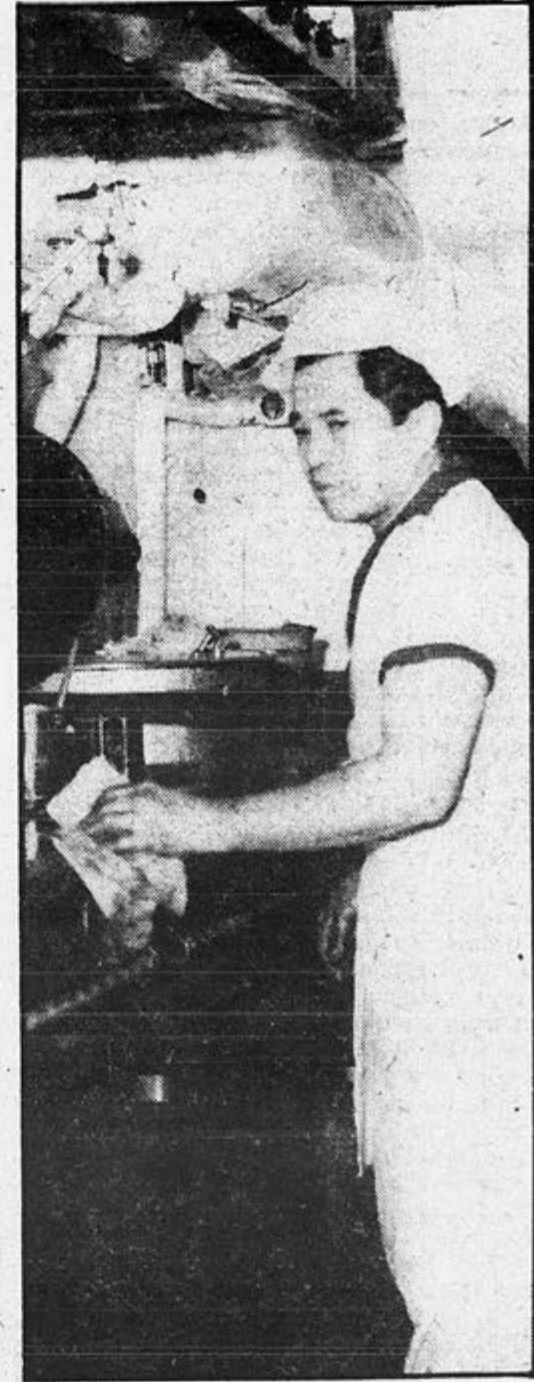
Just off a painting job, bosun John Miller catches a smoke and some rest from hard work.



Pantryman Ed Well pauses for a moment in his work.



Coffeetime is bat-the-breeze time. Ordinaries R. H. Reynold and Paul are doing just that.



Galley range shines for Manuel Mayor, chief cook. Photos by crewmember J. E. Carender.

# 'Aha! Here's The Trouble!'



## SEAFARERS IN ACTION

Active on Union Business in headquarters recently was a six man quarterly financial committee consisting of John Urzan, W. Horne, Ed Edginton, R. Morgan, Joseph Malone and Cecil Leader,



Edginton

representing the deck, engine and steward departments. The Committee, which had been elected by the headquarters membership, gave the Union's financial records the traditionally thorough going-over which they get every three months. Its recommendations were brought back to the membership in New York and the outports and have been approved, among them a proposal that the Union cash in some of the US bonds in its possession because they had reached their maturity and were no longer drawing interest.

Seafarer Durell L. McCorvey is still ship's delegate of the Trinity although he tried to resign his job after a normal length of tenure. McCorvey's shipmates would have none of the resignation, acting unanimously to reelect him to the post. Further, they offered a vote of thanks to him for straightening out quite a few shipboard beefs. Brother McCorvey apparently had what it takes and his shipmates recognized it accordingly. McCorvey has been an SIU member since 1946.

Quite a few of the Union brothers have been doing their bit recently as chairmen of SIU shore-side membership meetings. Out in San Francisco, that well-known Seafarer, Donald "Tiny" Mease,

chaired a recent port meeting there. Some other membership meeting chairmen were H. F. Holmes in Miami, V. Stankiewicz in Philadelphia and A. H. Smith in Savannah. Other meeting posts, those of recording secretary and reading clerk were filled by D. Hines and A. Knowlton in Boston; W. Mason in Norfolk; R. Sheperd and B. Varn in Tampa; A. G. Alexander in Lake Charles; O. Rhoades in Houston, H. Thomas in San Francisco and W. E. Battle and W. Lewis in Seattle.

All of these brothers took a hand in seeing to it that the shore-side meetings ran according to the democratic and constitutional procedures of the SIU.

~ ~ ~

The Steel Artisan under the supervision of steward Dick Grant turns out to be a good feeding ship with all hands agreeing that food and service were as satisfying as could be. Robert W. Campbell is the galley delegate on the C-3 whose job it is to keep his department happy, so, in turn, they can produce good chow for the rest of the gang. Grant's been sailing with the SIU regularly since 1947, most of the time as chief steward, while Campbell is one of the Union's newer members, being sworn into membership this past February.



Campbell

On another Isthmian ship, the Steel Maker, Seafarer George E. Murphy proposed, and won approval by all hands, that conditions in the ship's hospital be discussed between the Union and the company with a view toward shifting

its location. The present location, he pointed out, was unsuitable all around because the room was too hot.

Ship's delegate A. Pappas raised another point that won hearty concurrence when he proposed that violators of sanitary conditions on board be brought to book. It was agreed by the membership present that every effort should be made to keep sanitary conditions tip-top throughout the ship.



## Springtime Follies

Every winter when Congress convenes it's customary to hear a great many speeches from both Administration figures and Congressmen about how vital the merchant marine is. Then when the warm weather comes and vacation-minded Congressmen buckle down to disposing of their business in a hurry, the merchant marine and merchant seamen get the usual fast shuffle.

Instead of doing something for the merchant marine which they called vital, Congressmen get busy cutting maritime appropriations so that they can tell their constituents how they saved money. Since this approach does not deal with the evils that beset the industry, a scapegoat must be found for its troubles. That's where the merchant seaman and his unions become a handy target.

This year the center of attention is the Bonner proposal to set up a maze of bureaucratic jurisdiction over collective bargaining in the industry. The Rube Goldberg type machinery involved is guaranteed not to do a single thing to modernize, strengthen or assist the American merchant marine. Instead it's guaranteed to erect a variety of roadblocks in the way of negotiations and to annoy, frustrate and hamstring seamen acting through their unions.

Meanwhile the House Appropriations Committee was slicing a fat \$51 million off maritime funds—and not a murmur was heard from the Congressmen who claim they are interested in curing maritime's ills.

The Bonner proposal appears to derive from the same outlook as the Coast Guard's proposal for "brain-body" tests of merchant seamen.

If ships are unsafe, the Coast Guard says, then the answer is sure to be found in the seaman's home life as a child. If the merchant marine ails, Bonner says, then the trouble must be that seamen are free to operate their own union machinery without outside interference.

All will agree that there is plenty wrong with the merchant marine. The cure will come from treating the patient and not from embarking on a scapegoat hunt.

~ ~ ~

## Welfare Forms

All SIU ships are receiving with this mailing of the SEAFARERS LOG copies of the Welfare Plan enrollment cards which are to be filled out by all Seafarers. Men who are on the beach can get these same cards at any SIU port office.

The sooner these cards are filled out and turned in to the Union, the better the Union's new Welfare Plan benefits will work. The card file will be the key for speedy service to Seafarers and their families since it will help the Plan make rapid determination of Seafarer's eligibility.

Seafarers should also see to it that their wives and family members have copies on hand of the special supplement on the SIU Welfare Plan which appeared in the May 13 SEAFARERS LOG. The supplement will serve as a handy reference for all concerned in the event they have to make use of the Welfare Plan.

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## Transfers Again

As if the transfer foreign of approximately 70 Libertys and a number of passenger ships is not enough, subsidized steamship lines have come up with a new proposal. Now they want to take their C-type ships and transfer them so that they can get a fat price when the time comes to replace their vessels with new ships.

Presumably the reasoning behind this short-sighted suggestion is that the subsidized companies would be able to use the transfers to force up the price of their ships when it comes time to either sell or trade them in. If the transfer outlet is closed, the shipowner will have to take what he can get from the Government.

The whole thing sounds like a swap of present dollar gains for future suicide, for nothing would be calculated to do more damage to the US merchant fleet than to put a few hundred C-type ships in the hands of runaway flag operators.

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WORTH THOUSANDS OF DOLLARS IN PROTECTION TO YOU AND YOUR FAMILY!

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# MEET THE SEAFARER



A. C. BECK, ch. electrician

It may be treason to California, but A. C. Beck is one native of the Golden State who prefers to ship off the East Coast. Not that he favors the East, Beck hastily explains. On the contrary, he thinks San Francisco is the greatest port in the world. It's just that shipping is better here for his rating and he likes the kind of runs he can get out of New York.

A good percentage of SIU shipping off the West Coast consists of Libertys on the Far East run, and these vessels do not carry electricians, since the 3rd assistant engineer does most of the electrical work with some help from the deck engineer. With more C-types running off the East Coast, Beck finds New York and other East Coast ports offer him a wider choice of jobs.

The 46-year-old Seafarer - was born in Oakland, California, and has been living in the Bay area ever since, right now in San Francisco. For several years before World War II he worked as an industrial and construction electrician, a good part of that time being spent with Bell Telephone.

### Worked At Pearl Harbor

Then came Pearl Harbor which, as the saying goes, changed a few people's lives around. Beck went to work rebuilding the base in February, 1942, along with several thousand other construction workers. While they were at it, they built a giant new drydock to service Navy ships. The whole job took about a year and a half. "We would sit around for weeks doing nothing," he recalls, "then suddenly we would get busy as beavers around the clock."

Following his Pearl Harbor stint he served some time in the Navy as seaman 2nd class and as fireman 1st class. When he got out of the Navy he decided to try his hand at merchantmen and caught the Robin Doncaster off the West Coast. At that time she was being used as a troopship in Pacific waters. One trip with her and Beck was a confirmed merchant seaman. He has been sailing as electrician ever since with all of his time on SIU ships.

Unlike some Seafarers who like

to stick to a specific port, Beck doesn't care where he is at a given time as long as there are ships available. Most of his time in recent years has been aboard Isthmian, Robin and South Atlantic ships.

### 'Round-The-World Runs

If he can get one he prefers to ride the Isthmian ships on the 'round-the-world runs. "They are usually good feeders," he said, "and are clean ships. I've found in most instances that I've got plenty of first-class equipment and materials to work with on these vessels which makes the job a lot easier." The globe-girdling runs, he points out, also make for nice-sized payoffs.

Although he likes the long runs Beck is a firm believer in taking regular vacations. "I can't see riding a ship steadily," he said, "because after a while you begin to get slaphappy, even on the best of ships." Generally he takes off at least every other trip and sometimes more often than that, depending on the length of the voyage. He then grabs a plane and flies back home to San Francisco for two weeks of relaxation.

After that, he's refreshed and ready to go back to sea again.

While San Francisco is his favorite port bar none, he also has a soft spot for Honolulu where he spent a year and a half during the war, and for Singapore. If you know your way around the Hawaiian Islands, he claims, you can have as good a time there as anywhere in the world.

### Time For Study

Another attractive thing about shipping for a living, he added, is the fact that there is plenty of time for serious study during off hours. "I've been studying up on sound systems and all the new developments in radio and electronics," he said. "Shipboard off hours provide the ideal surroundings for this kind of thing."

Someday if he decides to stop shipping, he figures he will be well-prepared to enter the booming electronics field in one capacity or another. Meanwhile though, he's content to ride SIU ships and collect those good SIU payoffs.

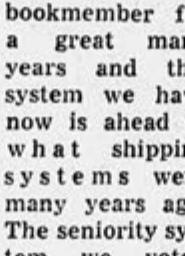
# THE INQUIRING SEAFARER

Question: What do you think of the new membership-adopted seniority hiring set-up?

Emil Gomez, MM: As a Class A man I think the new shipping set-up is a fine thing. While it does not essentially change the system we had before, it affords the Union and the membership plenty of protection from Government interference under the present labor laws.



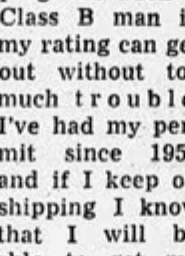
Hugh Williams, deck engineer: I think it's just wonderful. I've been an SIU bookmember for a great many years and this system we have now is ahead of what shipping systems were many years ago. The seniority system we voted gives the oldtimers like myself full protection. It really protects everybody all along the line.



James Serrano, MM: The system is very good because it gives me as a Class B man a preference over the outsider. It also gives all Class B men a measure of security against all newcomers into the industry and helps stabilize an industry that has always been "feast or famine."



William P. Wilson, steward utility: I've found that the way shipping has been a Class B man in my rating can get out without too much trouble. I've had my permit since 1951 and if I keep on shipping I know that I will be able to get my Class A in time. It's worth waiting, I know.



P. Espeseth, AB: The new system is much better for a Class B man like myself because it gives me a chance over the man who started to sea after me. My opportunities for jobs are much better than those of any American seaman outside SIU Class A men.



James Alston, baker: I've been an SIU member from the beginning of the Union so I'm familiar with hiring. Under the new system I still have the protection I've always had as a bookmember - something seamen elsewhere can't say. The new set-up is a good one as far as I'm concerned.



# Maryland AFL Tags Runaway 'Hot Ship'

BALTIMORE—Action by SIU and other maritime union delegates to the annual convention of the Maryland-District of Columbia Federation of Labor (AFL) produced sharp protests last week against the transfer of the liner Tradewind to the Liberian flag and its continued operation right out of the nation's capital in Washington. The convention was held in that city.

The ship is the same one that was hit with a protest strike by German crewmembers in Miami some weeks ago. The back of the strike was broken when US Immigration officers and Miami city police joined efforts to aid in the speedy deportation of the strikers back to Germany.

### Mayor Sworn in

Meanwhile, following his election victory May 3 with strong SIU and other labor backing, incumbent Baltimore Mayor Thomas D'Alessandro, Jr., was sworn into office for another term, with a large labor representation in attendance.

One of the key labor figures who was to attend was SIU Port Agent Earl Sheppard. He missed the occasion because of SIU duties involving his post as one of six

SIU-A&G delegates to the SIUNA convention this week in Montreal.

The Tradewind beef, introduced in the state AFL convention by delegates representing the SIU-affiliated Brotherhood of Marine Engineers and Masters, Mates and Pilots Local 14 in this city, wound up as the subject of a strongly-worded resolution. All affiliated unions were asked to steer clear of the ship and to urge members not to patronize the service offered.

Both the BME and MM&P have been picketing the ship in Washington, in protest against its substandard wages and unfair competition. The operator is the Caribbean Atlantic Line. It is manned by a foreign crew flown to the States from overseas.

# Co's Seeking Alien Flags For C-Ships

WASHINGTON — American-owned C-type ships will follow approximately 70 US Libertys to runaway flags if a group of subsidized steamship companies have their way. The companies are pressuring the Government for permission to sell their ships to foreign flags as part of their ship replacement program.

While subsidized lines are not permitted to operate foreign-flag ships in competition with the US, sale of the C-types would mean that the runaways would have that much more tonnage with which to undercut US maritime operations.

The transfer program got under way full-scale last year when the Maritime Administration permitted half the US tramp fleet to go foreign, all of them to the runaway flags of Panama and Liberia which run the cheapest ships in the world.

### Seek High Price

It is believed that the subsidized lines are making this move so that they can get the best possible price for their old ships, either by selling them foreign or by getting the Department of Commerce to bid higher for the vessels under a trade-in program.

However, transfer permission might be refused on grounds that the Defense Department would want to "modernize" the reserve fleet, which now consists largely of obsolete Liberty ships.

Since World War II, foreign shipowners of all nations have acquired more than 1,100 vessels from the US. Many of these ships are now competing directly with US-flag operations.

# US Lines Plans Atom Superliner

Plans for an atomic-powered passenger liner are being discussed by the Maritime Administration with United States Lines. G. Joseph Minetti of the Federal Maritime Board announced. The news came just a few weeks after President Eisenhower announced plans to build an atomic-powered prototype merchant ship.

The new ship would be a sister ship of the United States and would replace the America which will be "overage" by 1960. The America will be 20 years old by that year and no longer eligible for operating subsidies.

### Twin To United States

If the negotiations for subsidies go through, the new ship would be a twin of the United States in size, but would be able to accommodate more passengers and cargo. It would be completed in five or six years, and would most likely be the first commercial ship to use atomic power.

Meanwhile, the Bethlehem Steel Company's shipbuilding division has drawn up designs for a prototype atomic power ship, 600 feet long and capable of accommodating 500 passengers. The ship would not have any funnels and looks like an oversize submarine with a huge teardrop-shaped superstructure.

# It's Quite Foreign To Him

The new director of the foreign aid program, who will have charge of shipping aid to US allies under the "50-50" law, has confessed, "I just don't know enough about the foreign-aid program yet," when asked what he thought about it. He was also described by his boss, Secretary of State Dulles, as "unacquainted with its details."

The new appointee is an ex-Congressman and Cincinnati lawyer, John B. Hollister, who heads the law firm of which the late Senator Robert A. Taft was a member. He got the job as the result of a reshuffle of the foreign aid set-up which places it directly in the State Department.

Hollister was also executive director of the Hoover Commission, which drafted an unpublished report recommending that the whole foreign aid program be discarded.

# LABOR ROUND-UP

Evidence that negotiations were getting down to business at Ford and General Motors was seen as the United Automobile Workers (CIO) called for strike votes among Ford and GM employees. The guaranteed annual wage demand is the major issue in the current auto contract talks. First vote tallies showed the members voting overwhelmingly to authorize a strike if necessary.

The manufacturer of Evinrude marine motors and CIO Steelworkers have reached agreement on a 12-cent hourly wage increase, putting an end to a month-old strike. The increase includes a boost in incentive pay rates.

Approximately 19,000 New England textile workers are holding firm in the second month of their strike at several major New England plants. Textile mills have been pressing for a wage cut in new contracts, with the union striking to maintain existing wage demands and conditions.

After President Eisenhower vetoed an 8.8 percent wage increase

for US postal employees, Senators sponsoring the increase made plans to introduce a bill for an eight percent rise. It was believed that the new bill would receive speedy Congressional approval and would be signed by the President.

Two sporting figures are targets of a strike action by AFL restaurant workers unions in New York City. Jack Dempsey's restaurant and the Turf, restaurants on New York's main stem, are involved. The owner of the Turf is Jack Amiel, who came up with a Kentucky Derby winner a couple of seasons back. Long-term failure of contract negotiations caused the walkouts.

CIO Electrical Workers reached agreement with the Sperry Gyroscope Company of Long Island, New York, on terms of a wage increase, ending a month-long walkout. Sperry manufactures bombsights and other precision electronics equipment. Ten thousand workers were involved in the walkout which flared into prominence when strikebreakers crashed picket lines.

# SIU 'Tourists' Hail Aid By Korea GIs

The SIU crew of the SS Amerocean (Amerocean) reports that it got a much-needed helping hand recently from Army and Air Force personnel stationed in the area of Pohang, Korea.

John A. Weiss, ship's delegate, wrote to the LOG describing the efforts of American servicemen in Pohang to help the Seafarers make the most of their stop there.

The units were the 22nd Crash Boat company of the US Air Force and the 523rd Engineering company of the US Army. On behalf of the crew of the Amerocean, Weiss sends thanks to "a swell bunch of guys."

"Due to the curfew in this area, and the lack of any shoreside facilities," Weiss writes, "the crew would have been



Weiss

at a complete loss if it hadn't been for the Army and Air Force men stationed in Pohang."

The servicemen provided the Seafarers with a place to sleep and something to eat while stuck on shore. They also arranged transportation to the various places of interest in the vicinity. "We not only want to express our appreciation to them," Weiss says on behalf of the crew, "but we want men on other SIU ships stopping here to know how swell we were treated."

## PERSONALS

**Beresford Edwards**  
Please get in touch with Albert Jackson, steward on SS Calmar, c/o Calmar SS Corp., 25 Broadway, NYC.

The following named men are asked to contact S. Gates, at 6836 Haden Road, Norfolk, Va.: John Alstatt, George Austin, James K. Brooks, Theodore Carrell, Robert Sojka, Robert Stalworth.

**Graydon R. Suit**  
Contact your father at 708 Ridge St., Houston 9, Texas.

**William J. Wolfe**  
Get in touch with your sister, Mrs. Anne Martin, c/o J. W. Bailey, 1210 A Street, South Gardens, Savannah, Ga.

**Herman Rogge**  
**Seymour Graifer**  
Please write to William Parks aboard SS Bradford Island, c/o SIU Hall, 1419 Ryan St., Lake Charles, La.

## NOTICES

The following named men are urged to pick up gear left with the Cities Service Oil Co. at 23 Pearl St., New York, NY, as soon as possible before Sept. 1, 1955, as it will be disposed of after that date:

O. Agan, B. Anderson, J. Basconcellos, W. J. Benton, W. B. Blankingship, Brussels, H. T. Buckner, B. Burris, Bushnell, D. R. Cabiroy, J. Carver, M. Cherry, N. Connerty, C. Connors, R. Cooke, B. Croft, Dailey, C. L. Davis, Devaroux, J. Dillon, W. Dobbins, C. Domarad.

F. Fontenot, C. J. Gallagher, Gentry, W. Goff, S. K. Hale, C. Hampton, V. Harding, J. Harper, T. Harrell, Harshorn, J. Hayden, J. Hoffman, E. Hurst, Jr., E. Johnson, J. Kenna, R. L. Kidd, K. Knight, B. Leland, J. Lissansky, W. McAlpin, S. L. McCarin, McChevy, G. McCullough, P. McDonald, J. McNeon, N. Magash, I. Mikalson, S. Modzewsky, Mullens, Muller, J. Murphy, W. B. Neilson, Jr., O'Neil, Pedersen, F. W. Pollack, T. E. Robbins, H. Shelton, W. L. Sikes, J. E. Smith, E. Soltes, L. V. Stipe, F. Sullivan, C. Summerell, J. E. Thomson, J. Tillman, G. Turadyozlau, J. Vasconcellos, W. A. Wajda, Wanicki, Williams, I. Wilson.

# SEAFARERS IN HOSPITALS

**USPHS HOSPITAL BALTIMORE, MD.**  
George Anderson, Thomas Mungo  
Curt Borman, Fred Pittman  
Victor B. Cooper, Ralph Ruff  
Adion Cox, John Simpson  
Gorman T. Glaze, R. H. Solheim  
John R. Henghey, Francis Sullivan  
J. Howard, Harry Sullivan  
Norman T. Jackson, Joseph W. Taylor  
Melvin H. Jones, C. A. Virgin  
Robert Lipscomb

**USPHS HOSPITAL BOSTON, MASS.**  
Frank Alasavich, Nicholas Ritrovato  
John M. Herrold

**USPHS HOSPITAL GALVESTON, TEXAS**  
Francisco Cuellar, John E. Markopolo  
Benjamin F. Grice, Rosalio Rodriguez  
Emilie S. Lerma, Emerson Spaulding  
Henry P. Lopez, John E. Tillman

**USPHS HOSPITAL NORFOLK, VA.**  
Francis J. Boner, Ralph J. Palmer  
Floyd Hillier, John H. Richardson

**USPHS HOSPITAL NEW ORLEANS, LA.**  
J. L. Buckelew, Michele Liuzza  
David Cincore, Alfonso Olaguibel  
Albert T. Cooper, Stanley F. Ostrom  
Donald D. Dambrino, Randolph A. Ratcliff  
Serio M. De Soso, G. J. St. Germain  
Calvin DiSilva, Edward Samrock  
John G. Dooley, Harvey E. Shero  
David B. Fields, Erskin F. Sims  
Leo Fontenot, Woodrow A. Snead  
William Grimes, C. H. Summerell  
Earl T. Hardeman, Lonnie R. Tickle  
Emil Herck, Dick Visser  
E. G. Knapp, James E. Ward  
Leo H. Lang, David A. Wright

**USPHS HOSPITAL SAN FRANCISCO, CALIF.**  
Marcelo B. Belan, M. Medina  
E. B. Frost, John F. Murphy  
Frank Kubek, Frank Schmiedel  
A. Lugiudis, Norman West

**USPHS HOSPITAL DETROIT, MICH.**  
Tim Burke

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

**USPHS HOSPITAL FORT WORTH, TEXAS**  
J. R. Alsobrook, Virgil L. Harding  
B. F. Deibler, Albert W. Kozina

**USPHS HOSPITAL LEXINGTON, KY.**  
G. O. Chaudon  
SAILORS SNUG HARBOR  
STATEN ISLAND, NY  
Joseph Koslusk

**USPHS HOSPITAL SEATTLE, WASH.**  
L. Bosley  
William J. Frick, Sverre Johannessen  
Anelio L. Grillo, Tim M. McCarthy  
Wylie G. Jarvis, V. K. Ming

**USPHS HOSPITAL SAVANNAH, GA.**  
Paul B. Bland, James B. Henley  
Lucius A. DeWitt, Clyde H. Jernigan  
Thurston Dingler, Jimmie Littleton  
Rufus L. Fields, James T. Moore  
W. G. Gregory, John H. Morris

**USPHS HOSPITAL BRONX, NY**  
James Kennedy

**USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY**  
Fortunato Bacomo, Kaarel Leetmaa  
Frank W. Bemrick, James R. Lewis  
Claude F. Blanks, Arthur Lomas  
Robert L. Booker, Francis F. Lynch  
Joseph G. Carr, Joseph D. McGraw  
Jar Chong, Archibald McGuigan  
Gabriel Coloni, H. F. MacDonald  
Walter W. Denley, Vic Milazzo  
John J. Driscoll, Melvin O. Moore  
Bart E. Guranick, Eugene T. Nelson  
Taib Hassen, Joseph Neubauer  
Joseph Isits, D. F. Ruggiano  
Thomas Isaksen, Wade H. Sexton  
John W. Keenan, G. E. Shumaker  
J. R. Klemowicz, Henry E. Smith  
Ludwig Kristiansen, Harry S. Tuttle  
Frederick Landry, Virgil E. Wilmoth  
James J. Lawlor, Chee K. Zai

**USPHS HOSPITAL STATEN ISLAND, NY**  
Isaac Antonio, Gus Kounavis  
W. Bednar, Marcel Laureano  
Dusan DeDuisin, Michael Michalik  
John Dovak, Clifford Morgan  
Carl Ernest, Rafael Padilla  
Gerald Fitzjames, C. Palmer  
Estell Godfrey, G. H. Robinson  
Howard Hamlin, Jose Rodriguez  
G. E. Herrmann, Thomas Tomlin  
Stefan Kadziola, Samuel L. Vandal  
D. Kaim, George R. Vickery  
Philip F. Korol, Emil P. Wagner

## Spreads Story Of SIU In Army

To the Editor:  
I would like to add my thanks to those of the many Seafarers in the Army who have come to appreciate the LOG as our sole contact with our Union and our profession.

Although far away from our ships and our brothers, we are still among the best informed union men in the world. We will be able to return fully aware of the changing maritime situation

## Letters to the Editor

and current Union regulations and policies. Every Seafarer likes to see a job well done, and our own paper merits all the pats on the back and recognition it has received. To you who make it possible, I say thanks again.

After reading the news, and the editorials, and the shipping reports, it is great to read that an old shipmate and friend is still doing a heads-up job as delegate, or has become a proud father. And we read with deep concern of a brother going to his final reward.

**'Lucky To Be Seafarer'**  
Every seaman is aware of the popular misconceptions about a sailor's life. Even so, the ideas that you find some people have are a continual surprise. The Army furnishes about the best cross-section of American youth possible. After talking to men from all parts of the country and from many occupational backgrounds, I know how lucky I am to be a Seafarer.

Our wages and conditions seem almost unbelievable to most other men. They, in turn, have profited by my own experience and, with the help of the LOG understand our industry and its problems.

I have been in the Army since April, 1954. After training in Hawaii, I was sent over to Korea, where I have been for the past eight months. At the present time I am stationed in Seoul, the capital city, which is the most decent place to be.

I have come to like the country and the people in it. Although it is popular for privileged men to condemn the less fortunate peoples of the world, I have found the Korean people intelligent and rich in spirit, if nothing else.

I will be over here for many more months to come, and I am looking forward to the day that I return. In the meantime, my very best wishes to all the membership.

**Michael J. Carlin**  
**Here's Sukiyaki Recipe For All**  
To the Editor:

Here's a recipe I use for making "sukiyaki" that generally keeps the Far East boys happy thinking they're back in Tokyo.

The stuff you need, for about 50 servings, is as follows: 12 pounds of round steaks, 8 pounds dried mushrooms (you can substitute canned mushroom pieces that have been drained), 16 mild onions, 48 stalks of celery, 7-8 8-ounce cans of bamboo shoots, 48 table-spoons sugar, 5 1/2 cups soy

sauce, 48 cups of young fresh spinach.

Also, 16 chicken bouillon cubes dissolved in 8 cups hot water, but this can be substituted by the use of 8 cups of really heavy boiled-down chicken stock.

Cut the steaks diagonally across the grain into very thin slices, thinly slice the mushrooms, onions and celery and drain the bamboo shoots.

Brown the meat quickly in a heavy greased pan and add all the ingredients except the spinach. Simmer for 10 minutes, then add the spinach and cook 5 minutes longer. The vegetables should be crisp and tender when you get through, not overcooked. The latter seems to be the rule with most cooks, especially vegetable cooks who wrestle with frozen vegetables. Serve whole combination with hot seasoned rice and stand back for the compliments.

Jesse W. Puckett

## Seafaring Made Nobler By Plan

To the Editor:  
There are many great milestones on the road the Seafarers have traveled to security and happiness since the SIU was formed. One of the most important is the new expanded Welfare Plan benefit system for the families of SIU men.

A man of the sea is pretty much resigned to taking the breaks as they come, although he welcomes improvements in his lot as much as any man, but when he marries he often has some doubts as to whether he is doing the right thing by a woman and the children which are to follow when he binds her to a man who will often be away from home, on the oceans of the world, and sometimes just when she will need him most.

The new SIU Welfare Plan benefits reduce these worries and make seafaring an even more honorable profession, by making it fit in better with the life of a husband and father.

Seagoing is not an easy life, and it does a man a lot of good to see some important things resulting from his labors, especially as he gets along in years.

J. T. Handlon

## Union Keynote Is Brotherhood

To the Editor:  
After being ashore these many months it looks like I'll soon come out of retirement and follow the good, old sea for a living again.

One thing is noticeable when one goes over all the events the Union has passed through during the past 13 years and that is the ever-present name we use to describe to others the basic cornerstone that the organization is founded upon: the Brotherhood of the Sea.

If one closely inspects circumstances evolving within and around our Union these past years, he finds more and more how many times that word "brotherhood" is used whenever the Union members must display themselves, whether at sea or shoreside.

There's no getting away from it — the original charter members should always be acclaimed as ones endowed with wisdom and foresight for drawing up such a solid charter and foundation for us all.

And thanks for the LOG, as it's a wonderful publication.  
Guy F. Wallace

## Wants Age Goal In SIU Benefit

To the Editor:  
Can we some day have pensions for the young man at 65? Yes, it is possible.

This great Union which we founded and nourished during our years of following the sea can do it, just as it through the years has raised the dignity of the working seaman.

As an example of the workings of the Union to take care of its members, a plan is now in force whereby a seaman may collect disability regardless of age, which is indeed a wonderful thing. But when disability happens to an older man, the money which he receives must go to doctors, medicines, etc., which leaves very little to live on during retirement.

Those who follow the sea for many years as members of this Union should have a pension plan in order to provide a comfortable living and make way for the younger men who wish to follow the sea. Can our great Union do this, just as it has accomplished so many insurmountable tasks through the years?

**Suggest Study**  
I suggest the Union study this matter, as the time will come when all seamen must enter the snug harbor of their twilight years.

Oldtimers and young men who look forward to the time of retirement, why not stop now for a few moments to comment on this subject and get it working?

August Schroter

(Ed. note: The Seafarers pension-disability benefit of \$35 per week is, in effect, superior to a straight pension plan inasmuch as there is no inflexible age goal and assistance is given the seamen who need help the most. Also, most seamen when they reach the age of 65 find it very difficult to pass a company doctor, which is where the pension-disability benefit comes to their aid.)

## Returning Home To SIU In June

To the Editor:  
I am both happy and proud to say that by the end of June this year I'll be back with the SIU. I've really appreciated getting the LOG while in the Army.

My time is almost up now, so please take me off your mailing list.

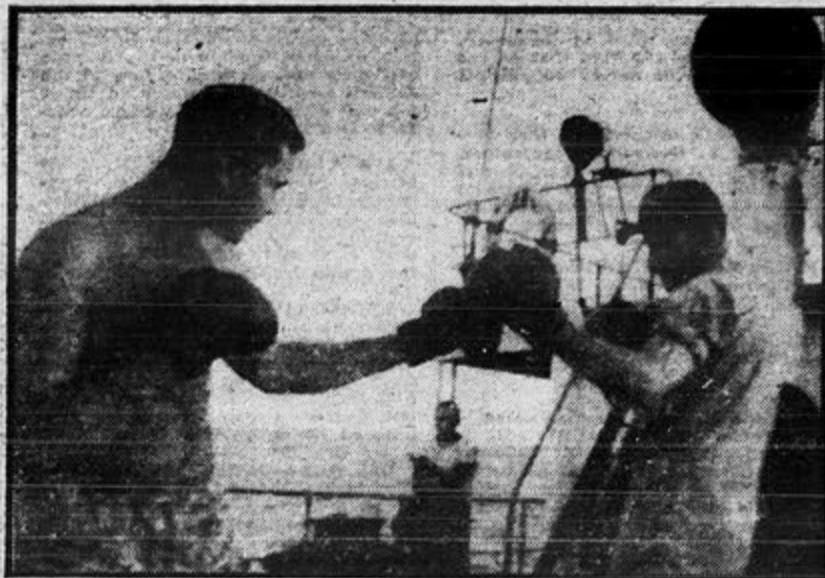
Soon I'll be picking my LOG up at headquarters, and having a couple of "cool ones" in the Port O' Call. These last couple of months are really dragging by.

Robert "Red" Fink

## Note Of Thanks To Southport

To the Editor:  
I hope you will be able to publish the following note of thanks:

"To the crew of the SS Southport:  
"I wish to extend my deepest appreciation for the kind contribution from the crewmembers in extending their sympathies for the loss of my husband, who was also the brother of one of your crew, Frank E. Oetgen.  
"My family and I will always remember your kind thoughtfulness."  
Mrs. Ernest J. Oetgen, Jr.



Seafarers aboard the SS Sweetwater keep in shape through athletics. Jimmy Mears (left) and Joe Clevenger square off in a practice round of the manly art of self defense. Steve Coker tries his luck with some deep sea fishing from the stern. The ship was on runs between Japan and the Persian Gulf.



# Sweetwater Men Fight Boredom Via Sports

How to break the monotony on a long cruise shuttling back and forth between two foreign ports?

That is a question Seafarers aboard far-flung SIU-contracted ships often have to ask themselves. It often requires both ingenuity and imagination to make spare time interesting in the confines of a ship.

The SIU crew members of the SS Sweetwater (Metro Petroleum) are currently solving the problem by an all-out emphasis on sports.

According to Brother Harry N. Schoor, who relayed the details and the accompanying pictures to the LOG, the Sweetwater left the States in October and has been making runs between Japan and the Persian Gulf ever since.

### Fine Crew, Officers

"We have the usual problems of a run like this," he writes, "but with an exceptionally fine crew and officers, we are getting along swell."

Cards and reading help a lot to pass the time, he relates, but the ship's real outlet is through sports.

Getting a big play aboard ship are fishing, "catch" ball and boxing.

"The bosun made a stand from a broom handle and spliced some rope into rings," Schoor says, "and we have a lot of fun playing quoits."

Two regular fishermen are Steve Coker, AB, and Tony Molis, oiler. Jimmy Mears, AB, and Joe Clevenger, OS, like to take their work-outs boxing. Oiler Bill Bowman sticks to hurling practice.

Contenders for the title of quoits champs are Gene Salvador, third cook, and Vincent Wheeler, OS.

# Steel Surveyor Crewmen Ease Brother's Illness

Seafarers aboard the SS Steel Surveyor (Isthmian) showed the true SIU spirit recently when a shipmate was forced to remain behind in Calcutta to enter a hospital.

The ill man was Vincent Arjona, who sails in the deck department of the Steel Surveyor. According to the minutes of the Union meeting aboard the ship shortly after it left port, Brother Arjona's sudden illness made it necessary for him to enter a hospital just before the Steel Surveyor was due to sail.

His shipmates took quick steps to see that he was made as comfortable as possible, with a supply of smokes.

### Fabricator Notified

The SS Steel Fabricator (Isthmian), due in Calcutta later, was notified and asked to pick up Arjona and give him transportation back to the States. The SIU ship's delegate aboard the Steel Fabricator was also notified, so that he could visit the Seafarer as soon as the delegate reached port, and find out if he was well enough to begin the voyage home, and to make whatever further arrangements were necessary for the trip.

The brothers of the Steel Surveyor also notified Union headquarters, so that Arjona's sailing records and health benefit could be kept in accurate and up-to-date order.

### Lives In 'Frisco

Arjona makes his home in San Francisco when on the beach.

The meeting of the SIU men aboard the Steel Surveyor was presided over by C. "Butch" Wright as meeting chairman. John T. "Jack" Westfall was secretary and the reading clerk was Harold Rosecrans.



Arjona

# Every Man Should Make His Will

A suggestion for a standard, Union-distributed "last will and testament" is advanced by Seafarer Jack "Aussie" Shrimpton in letter to the LOG, in which he writes of many problems which can arise because of a seaman's failure to prepare for his own burial and his survivor's care.

"How many of us have made our will?" he asks, "and if not, why not?"

### Hazards of Sea

"The normal hazards of our occupation are greater than in most trades," he points out. Death by 'misadventure' hits seamen in all age groups. That is why shipping companies pay extra high premiums for life and accident insurance on crewmembers.

"But the emotionally adult person sees to it that his estate can be settled quickly and with a minimum of bother for those left behind.

"Take the matter of burial, for example.

"As maritime law now stands, if

a crewmember dies at sea, the disposal of the body is in the hands of the captain. He usually radios the company, which gets in touch with the next-of-kin, who must suddenly decide what they wish done. If death occurs in a foreign port, the same procedure is followed, starting with the American consul, if there is one, or the ship's agent or local port authorities."

### Much Time Lost

This takes time, naturally, since many survivors live in remote parts of the country. There are often lags in communications and hitches due to "red tape."

"In actual practice," Shrimpton says, "many masters and consuls order immediate burial, as local public health laws often require it. No one is to blame in these circumstances, because the deceased has left no clear word of his final wishes.

"Again, there is the matter of disposal of wages due, personal effects and the Union death benefit.

"The first two have to wait until the ship returns from its voyage. The Union benefit is paid out in a matter of days—sometimes within hours—because the Union has secured a clear statement of what the Seafarer desired.

"The personal effects could be shipped from the first convenient port of call if proper instructions were on file with the captain, and a voucher of wages due could be sent to the nearest relative in a matter of days.

"Would it not be a great service then for the Union to sponsor a simple form of will and testament that a Seafarer could use to declare his wishes in case of the

direst emergency?

"The wording could be clear, simple and shorn of fancy legal phrases. It could be made out in duplicate. One copy would be sent by the seaman to his principal beneficiary (or executor) and the other copy filed with the captain at the time of signing on. It would be returned at the pay-off, and taken on to the next ship.

"In this form, a man could specify whether he wanted to be buried at sea, on shore, returned to his next of kin or cremated. He could name the recipient of his wages due and dispose of all his effects as he saw fit.

"The paper would be a Union service to its members, of course, not an official SIU document."

Shrimpton realizes that other minor difficulties would be encountered, but believes they could be managed easily once the main questions were clearly settled by a last statement.



Shrimpton

# Perfect 'Hand' Causes Stir

A pinochle player for over 30 years, Seafarer Henry Anderson, FWT on the Coe Victory, is still wondering about the bit of magic that produced a double "run" for a Baltimore tavern owner while the Coe was in that port.

The double "run" — a hand made up of the nine, jack, queen, king, ten and ace of the same suit twice over — means a perfect playing hand for its holder. The barman got his in clubs.

Although a "run" of the jack through the ace (15 points without the nine, 16 with it) is fairly common, the odds against ever getting two of them in the same hand, especially in a four-handed game, are astronomical.

Anderson, who thought fellow Seafarer - pinochlers would be interested in hearing about a perfect hand — he'd never heard of it being drawn before—still hasn't lost hope. The first one, in cases like this, is always the hardest.

### LOG-A-RHYTHM:

# The Fireman's Dream

By Harry Wolowitz

I'm looking for an island  
Near a moonlit bay,  
Where I'll never have to work, but always play.  
Where eight bells are chimes and ships are rare,  
Where there are no hot, dripping leaks or stifling air.  
  
Where it never rains and it never snows,  
And the sun is so bright and fair breezes blow.  
Where stewards, cooks and messmen  
Are always at their best,  
And the smiling, soft, young native girls  
Are informally dressed.

THESE ARE YOUR FAMILY'S BENEFITS: \$ HOSPITAL ROOM BOARD \$ SURGICAL EXPENSES \$ DOCTOR VISITS IN HOSP. \$ EXTRA EXPENSES

DO YOU KNOW HOW TO COLLECT THEM?

GET YOUR COPY OF THE NEW WELFARE PLAN AT ANY SIU HALL !!!

### Burly

### The Masquerade Is Over

By Bernard Seaman



## Before SS Mother M. L. Ran Away



SIU crewmembers of the SS Mother M. L. are shown during a "last meal" on the ship while on its last voyage under the American flag. Photo was relayed by Harvey Mesford, who lists the men as "Don, Chuck, Smith, Slater, Tybrsky and Matthey." The ship now is under the Liberian flag.

## RECENT ARRIVALS

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

Peter George Karas, born April 16, 1955. Parents, Mr. and Mrs. Peter Karas, Malden, Mass.

Ronald George Phillips, born November 27, 1954. Parents, Mr. and Mrs. George Phillips, Lucedale, Miss.

Anona Lisa Broadus, born April 21, 1955. Parents, Mr. and Mrs. Byron Broadus, Springhill, Ala.

Linda Isabel Haskins, born March 16, 1955. Parents, Mr. and Mrs. Earl W. Haskins, Dorchester, Mass.

Hope Emma Williams, born February 17, 1955. Parents, Mr. and Mrs. Arthur Williams, East Meadow, LI, NY.

Michele Theresa Bourgeois, born April 22, 1955. Parents, Mr. and Mrs. Joseph Bourgeois, Salem, Mass.

Arnita Darlene Wilkerson, born December 27, 1954. Parents, Mr. and Mrs. Ray Wilkerson, Mobile, Ala.

Frank Andrew Mosblech, born March 8, 1955. Parents, Mr. and Mrs. Arthur Mosblech, St. Louis, Mo.

Herman Louis Green, born April 21, 1955. Parents, Mr. and Mrs. John Green, Baltimore, Md.

Ross Franklin Lyle, Jr., born April 29, 1955. Parents, Mr. and Mrs. Ross F. Lyle, Lake Charles, La.

Carolyn Evelyn Ammann Maldonado, born December 4, 1954. Parents, Mr. and Mrs. Walter O. Ammann, Philadelphia, Pa.

Daniel Morin, born April 9, 1955. Parents, Mr. and Mrs. James Morin, Baltimore, Md.

Robert Neil Alder, born April 6, 1955. Parents, Mr. and Mrs. Henry Graham Alder, New Orleans, La.

Rose Mary Edlund, born April 25, 1955. Parents, Mr. and Mrs. John Edlund, Mobile, Ala.

Kenneth Vincent Trawick, born April 9, 1955. Parents, Mr. and Mrs. Harvey Trawick, Mobile, Ala.

Miguel Montalvo, born May 2,

1955. Parents, Mr. and Mrs. Jose M. Montalvo, Robestown, Texas.

Paul Butler Johnston, born April 27, 1955. Parents, Mr. and Mrs. James Johnston, East Windsor, Conn.

Linda Rae Holbrook, born April 28, 1955. Parents, Mr. and Mrs. William Holbrook, Jr., Baltimore, Md.

Steven Dale Stough, born May 2, 1955. Parents, Mr. and Mrs. Ronald D. Stough, Junction City, Wash.

Roberto Botello, born October 19, 1954. Parents, Mr. and Mrs. Felix Botello, Galveston, Texas.

James Michael Halpin, Jr., born April 28, 1955. Parents, Mr. and Mrs. James M. Halpin, North Weymouth, Mass.

Rafael Reyes Maldonado II, born May 2, 1955. Parents, Mr. and Mrs. Ralph Reyes Maldonado, San Pedro, Calif.

## FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and the \$2,500 death benefits are being paid to their beneficiaries:

Barrett W. Moore, 44: A member of the SIU since 1943, when he joined in the Port of Mobile. Brother Moore died of unknown causes at Inchon, Korea, on March 31, 1955, while a member of the SS Ocean Ulla. He had been sailing in the steward department. His place of burial is not known. Brother Moore is survived by his wife, Helen D. Moore, of Mobile, Ala.

Billy E. Nolan, 27: Brother Nolan was lost at sea aboard the MV Southern Districts, which was last heard from on December 6, 1954. A member of the SIU-affiliated Sailors Union of the Pacific since May, 1952, he had been sailing in the deck department. He is survived by his brother, Willard Nolan, of Piketon, Ohio.

**JEFFERSON CITY VICTORY (Victory Carriers), May 3—Chairman, N. Du Bois; Secretary, J. Hodges.** Discussion held on the time allowed to stay on ship. All hands were asked to keep the laundry and recreation room clean. Last ship's delegate will find out if American money will be given in draws.

**ROBIN TRENT (Seas Shipping), May 14—Chairman, J. Higgins; Secretary, T. Thompson.** Headquarters report and communications were accepted as read.

**IBERVILLE (Pan Atlantic), May 16—Chairman, F. Miller; Secretary, R. Eckert.** Communications and headquarters report were read and discussed. A motion was made to accept and concur. Carried.

**STEEL ARTISAN (Isthmian), May 8—Chairman, R. Beach; Secretary, R.**

## Digest of ships' Meetings

**Grant.** All beefs squared away aboard ship. Regarding extra meals for ship's representatives in port, this will be taken up with patrolman in New York. Contributions to the ship's fund will be collected at payoff. A vote of thanks given to the steward department for fine food and service rendered. Crew was in complete agreement with the SIU hiring set-up and stand taken by AFL unions in CAMU dispute.

**FORT HOSKINS (Cities Service), no date—Chairman, W. Thompson; Secretary, B. Webb.** Locks are needed for quarters. Crewmembers were asked to keep the messhall a little cleaner. Ship's treasurer reported \$8.50 on hand in the ship's fund.

**ALCOA PURITAN (Alcoa), May 8—Chairman, C. Parker; Secretary, R. Kilmon.** Crewmembers suggested that sardines and yellow cheese be included in the night lunch. All of the requested repairs were not taken care of in New York due to lack of shore gang. The written communications of the last meeting were posted on the bulletin board.

**ARCHERS HOPE (Cities Service), May 8—Chairman, A. Fringo; Secretary, M. Launey.** Ship's treasurer reported a balance of \$16.50 in the ship's fund. Motion made and passed to purchase a new iron. Reports and resolutions were read and discussed.

**EVELYN (Bull), April 7—Chairman, E. Smith; Secretary, E. Black.** Steward will order more chocolate milk and have the toaster repaired. Considerable discussion on the quality of prepared food. Delegates report everything running smoothly.

**STEEL SURVEYOR (Isthmian), April 30—Chairman, C. Wright; Secretary, J. Westfall.** A vote of thanks was given to Brother Fancher, the chief cook, for phonograph and records. Washing machine was in bad condition when it was brought aboard in New York and is constantly breaking down as happens with most machines not suitable for heavy duty. Discussion on native labor used in Calcutta. Crewmembers voted to give full support to the new seniority system and the position AFL unions took on CAMU. One crewmember was left in a hospital in Calcutta.

**TRINITY (Carras), March 25—Chairman, J. Buzlewski; Secretary, C. Gawrych.** Crewmembers complained because menus are changed too often, and requested that ship's delegate be present when requisition is made. A vote of thanks was given to the ship's delegate for a job well done.

**WINTER HILL (Cities Service), May 8—Chairman, F. Dnewicks; Secretary, D. Collins.** Discussion held on TV, ship's fund and repair list. Crew voted to approve newly-established SIU hiring set-up and AFL's stand on CAMU.

**WESTPORT (Arthur), April 11—Chairman, L. Richardson; Secretary, T. Gowen.** Suggestion made that steward put out fruit juices at least three times a week. Steward agreed. A new ship's delegate was elected. May 8—Chairman, L. Smith; Secretary, A. Wasilik. Motion made that ship's delegate see a patrolman about new washing machine and repairs. A vote of thanks was given to the steward department for the fine job they have done.

**May 12—Chairman, L. Smith; Secretary, A. Wasilik.** Several complaints on the food and steward has done nothing to remedy situation. Crew was in complete favor of the newly-inaugurated SIU hiring system and voted to give the AFL unions their support in CAMU beef. Reports and communications were read and accepted.

**MARYMAR (Calmar), January 3—Chairman, A. Reorko; Secretary, John Rambo.** Discussed condition of washing machine and the possibility of getting a new one. No beefs reported.

**RAPHAEL SEMMES (Waterman), May 8—Chairman, C. Quinn; Secretary, H. Pierce.** All men were asked to keep the messroom and pantry clean at all times. A repair list will be made up for payoff port. Steward department given a vote of thanks for a good job. Donations to ship's

fund will be accepted in Baltimore. Brother Zalenski reported that he has not gotten all the money he put out for telegram.

**DEL MONTE (Mississippi), May 11—Chairman, S. Bostensen; Secretary, G. Maloney.** A motion was made and carried that this crew send a wire to Brother Lundeberg supporting his actions on bulk cargo agreement.

**STEEL ARCHITECT (Isthmian), May 14—Chairman, J. Ross; Secretary, C. Bobbe.** Headquarters report and communications were read and accepted. A vote of confidence was given to union's negotiating committee by this crew.

**STEEL ARTISAN (Isthmian), May 14—Chairman, R. Grant; Secretary, R. Campbell.** A motion was made by Brother Hopkins to accept headquarters report unanimously. A motion was made by Brother Grant to accept all reports given by patrolman at special meeting.

**STEEL MAKER (Isthmian), May 7—Chairman, B. Brown; Secretary, R. Henninger.** Discussion on more sanitary conditions in the pantry and throughout the ship. All hands wish to express their interest in this new meeting set-up and hope to see more bulletins issued and discussed at forthcoming meetings. Crew voted to accept new hiring program and were in 100 percent favor of the position taken by AFL unions on CAMU beef. Motion made to have boarding patrolman investigate conditions of the hospital medicines as the present location is unsatisfactory due to intense heat.

**COE VICTORY (Victory Carriers), May 6—Chairman, C. Rhodes; Secretary, R. Youitz.** Books will be packed and sent back to the American Merchant Marine Library Association. Two resolutions adopted at this meeting. First, the crew was in favor of the new SIU hiring set-up and the second gave AFL unions crew's full support on CAMU. A motion was made that the members aboard this ship draft a telegram to Harry Lundeberg. Carried.

**EUGENIE (Ore), May 9—Chairman, A. Reid; Secretary, T. Hill.** Crew voted to accept resolutions dealing with the SIU seniority program, and agreed to back position taken by AFL unions on CAMU dispute. Motion made by T. Hill and carried that a telegram be sent to Harry Lundeberg.

**STEEL RECORDER (Isthmian), May 11—Chairman, H. Harris; Secretary, W. Nichter.** Motion was made by Brother Nordland to accept the new SIU hiring set-up. Carried. Brother Morineau made a motion that all hands give support to the AFL unions on CAMU issue. A telegram was sent to Harry Lundeberg.

**SEATRAN NEW YORK (Seatrains), May 11—Chairman, C. Mosley; Secretary, F. Pence.** Headquarters report and communications were read and accepted by entire crew.

**CITRUS PACKER (Waterman), May 8—Chairman, Puckett; Secretary, Weber.** Crewmembers complained about not knowing where they are going and, consequently, they can never arrange to have mail sent. Some disputed overtime reported which will be straightened out. Ship's treasurer reported \$20 in the ship's fund.

**ALCOA PILGRIM (Alcoa), April 30—Chairman, E. Rilm; Secretary, T. Ashe.** Repair list read and additions made. Linen day was changed to Fridays. Request made and approved to pay slopchest bill on arrival in Mobile. Motion made and carried to have patrolman take action to insure enough cigarettes for the entire voyage. A slopchest price list should be posted.

**WILD RANGER (Waterman), February 27—Chairman, M. Dany; Secretary, J. Trawick.** Ship's delegate reported that a new washing machine came aboard. Crewmembers reminded to give the messman a break during meal time. All library books should be brought back to the recreation rooms so that all members can have a chance to read them.

**May 1—Chairman, E. McCaskey; Secretary, W. Davis.** The chief steward was taken ashore in Turkey to receive medical treatment. When meals are served all unauthorized persons should stay out of pantry. Departmental delegates will talk to guys who have gotten out of line.

**NORTHWESTERN VICTORY (Victory Carriers), May 1—Chairman, Harrington; Secretary, R. Anderson.** A patrolman will be informed about the insufficient slopchest. Letter pertaining to restricted time sent to headquarters. Crew voted to approve new hiring set-up and gave full backing to the AFL unions on CAMU. Repair list will be ready to be turned in to payoff port.

**STEEL AGE (Isthmian), T. Finnerly; Secretary, D. Martin.** Motion made and carried that a wire be sent to Lundeberg supporting his stand regarding CAMU. Crew agreed unanimously to accept resolutions on newly-inaugurated SIU hiring program and action taken by AFL union in CAMU dispute.

**DEL SOL (Mississippi), May 9—Chairman, L. Ereland; Secretary, F. Dominics.** Motion made and carried that we send Harry Lundeberg a wire supporting his position regarding the CAMU.

**ROBIN WENTLEY (Seas Shipping), May 10—Chairman, F. McGarry; Secretary, W. McBlynn.** Motion made by Issac to send a telegram to Lundeberg

pledging crew's support on CAMU action. Carried unanimously. A vote of thanks and confidence goes to the Union's negotiating committee for a job well done regarding welfare benefit increases.

**SEA CLOUD (American Merchant Marine), May 7—Chairman, H. Harmand; Secretary, E. Gretsky.** Discussion on distribution of new fans, cleaning of pantry at night and the start of a ship's fund. Dispute over the repair list from previous trip.

**BETHCOASTER (Calmar), April 9—Chairman, M. Zurn; Secretary, J. Talbot.** Cleanliness of the messroom was discussed. Money reported missing from oiler's locker. Motions on new SIU hiring program and AFL stand on CAMU dispute voted on and adopted by entire crew.

**DEL ALBA (Mississippi), April 24—Chairman, J. King; Secretary, W. Gels.** Ship's delegate reported that lockers in cook's quarters were repaired in port. Patrolman contacted in regard to painting of crew's quarters passageways, messhall and galley. This will be done at the end of the voyage as ship is having annual inspection.

**ROBIN KETTERING (Seas Shipping), May 13—Chairman, G. Schmidt; Secretary, P. Prews.** Headquarters report and communications were accepted as read. Everything reported running smoothly.

**SEATRAN NEW JERSEY (Seatrains), May 9—Chairman, Norman Kirk; Secretary, D. B. Patterson.** Discussion held on maritime issues. The latest communications bulletin was read to the crew and pos.ed.

**ALAMAR (Calmar), May 9—Chairman, J. McPhaul; Secretary, P. Mattison.** Headquarters report and communications read and crew voted to accept same. A telegram was sent to Lundeberg pledging support on CAMU.

**DESOTO (Waterman), May 9—Chairman, not given; Secretary, C. Karas.** Report on P & O changing flags. Headquarters report and communications were read and discussed by the crew.

**INEZ (Bull), May 9—Chairman, E. Bell; Secretary, J. Murphy.** A motion was made by Bell to give a vote of thanks to the union negotiators for a job well done. Crew voted on communications and headquarters report, and carried both unanimously.

**ALCOA POINTER (Alcoa), May 9—Chairman, B. McMulty; Secretary, C. Brockoff.** A. Hawkins made a motion to give a vote of thanks to the Union's welfare negotiating committee for a terrific job. Communications and reports read and posted.

**ANTINOUS (Waterman), May 7—Chairman, J. Little; Secretary, M. Duet.** Ship's delegate reported everything running smoothly at present. The ship sailed from New York April 18, 1955, and as usual the crew aboard thinks it has the best of food, and the captain tries his best to see that the crew is happy. \$22.50 reported in the ship's fund. A suggestion was made that a member while in the hospital get \$15, and this crew would also like to see him continue getting his \$15 out of the hospital until he is physically fit to work. Brother Callan made a suggestion that a new crew was on board the ship so it would be a good idea that all the delegates resign and start a new trip.

**BALTORE (Ore), April 25—Chairman, C. Gibbs; Secretary, F. DeLeon.** Cups should be taken out of lounge when crew finishes with same. The ship's delegate gave a talk on the poor attendance at shore meeting with patrolman. Ship's treasurer said there is \$11.19 in the ship's fund.

**SEATIGER (Colonial), May 1—Chairman, T. Patriquin; Secretary, A. Carpenter.** Discussion held on watches not being relieved on time. There was a talk on the slopchest merchandise and the crew was told that caution should be used when buying. All crewmembers were warned to watch for sales and possessions while passing through the Suez Canal. Crew voted full approval of new hiring system and voted to send a telegram to Harry Lundeberg.

**ALCOA CORSAIR (Alcoa), April 24—Chairman, Major T. Costello; Secretary, J. Nelson.** Crew reported that everything is running in perfect SIU style. One member was hospitalized in Kingston, Jamaica. Brother Prestwood had \$375 stolen from his fo'ble locker and as yet has no clue to the thief. Delegate reported on the various headquarters report and how beneficial this new minute report form will be. There is a balance of \$182 on hand in the ship's fund. New hiring hall set-up and action AFL unions took on CAMU given full approval.

**OCEAN DINNY (Maritime Overseas), January 2—Chairman, D. Bass; Secretary, W. Milne.** Brother Milne told the crewmembers that the SIU men are setting the standard for the industry, and it is necessary for every SIU man to act accordingly. Motion made and carried to elect a ship's treasurer and collect \$2 from each brother to start a ship's fund.

**STEEL ROVER (Isthmian), April 17—Chairman, L. Bugayewski; Secretary, W. Jenkins.** One shipmate was left in the hospital in Honolulu. The crew agreed to send a letter of recovery. Crew was asked to contribute as much as possible toward payment of TV. Electric fans were ordered by the steward but have not been received on board for the past three trips. A vote of thanks given to the steward department.



Aerial photo shows SIU-contracted Isthmian Steamship Company's new, enlarged Brooklyn Erie Basin facilities capable of handling six C-3s at once. Five ships were in position when photo was taken. Dotted line (Brooklyn-Battery tunnel) shows easy trucking route to and from terminal. Ample truck parking and maneuvering space is available outside the sheds.

## Isthmian Adds New Brooklyn Terminal

Seafarers on Isthmian ships in Brooklyn are now using one of the most modern ship freight terminals in the country, which was opened officially at Erie Basin two weeks ago.

Under its now-completed expansion program, the company added 300,000 square feet of waterfront property to its existing facilities, and erected a new transit shed over one-eighth of a mile long. With the new building, Isthmian can now accommodate up to six 6 C-3-type ships at one time for rapid loading and unloading.

Its "Breakwater" terminal is now 3,250 feet long and up to 325 feet wide, enabling it to work 80 trucks at one time and an estimated 400 truckloads all told on an average work day. It also features nearly 750,000 square feet

of protected open storage and fire-proof shed areas.

The Isthmian terminal also has an advantageous location for trucking since it is near the Brooklyn exit of the Brooklyn-Battery tunnel, a major trucking artery. Trucks bound to and from Manhattan can get to the terminal without having to battle heavy city traffic enroute.

Isthmian, currently operating 24 ships under SIU contract, provides worldwide shipping service covering all major areas in the Far East and Mediterranean, plus intercoastal service for the US North Atlantic coast.

## USPHS Has Last Say On Duty Slip

Under the SIU contract, US Public Health Service doctors have the final say on whether or not a man is fit for duty. If there is any question about your fitness to sail, check with the nearest USPHS hospital or out-patient clinic for a ruling.

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 SOUTH CHICAGO.....3261 E. 92nd St. Phone: Essex 5-2419

# Threat To SIU Freedom

(Continued from page 3)

Bonner Proposal. In some instances, thousands of disputes over working rules have piled up with the result that the unions have been forced to strike to take care of long-standing grievances reaching back for years.

Had this system been in effect in maritime, the SIU would have been unable to negotiate its new seniority hiring system and the increase in shipowner contributions to the Welfare Plan, with the result that the whole question of Seafarers' job rights and the new welfare benefits would have been up in the air for months and at the mercy of a politically-inspired decision.

One maritime expert's analysis of the new proposal put it this way:

"It would authorize and encourage Government intervention in practically every maritime labor dispute. It would also authorize a Government board to interpret existing agreements (clarifications procedure). It would give the Board tremendous power to pressure parties . . . to accept arbitration. . . ."

"It is a substitution of bureaucratic processes for collective bargaining."

To date the new proposal has not been submitted in the form of a bill since Rep. Bonner said he was seeking public reaction to the idea. He insisted however, that "somebody has to give in or we won't have an American merchant marine," implying that the sad state

of US maritime today is the direct result of poor management-labor relations. Actually, American sea unions have built an enviable record of industry labor stability during the postwar years which in man hours rates among the best.

While Rep. Bonner was making this announcement the House Appropriations Committee was slashing funds for new ships, subsidies and other maritime purposes and other farm bloc Congressmen renewed their attack on "50-50." No change has been made either, in Administration policy toward transferring of ships which has resulted in the loss to the US flag of over 70 Libertys and a number of passenger ships.

## Women Are Outnumbered In This SIU Family



George Talley, born February 9, is the fourth son and third \$200 SIU maternity benefit for Seafarer Lawrence G. Talley of New Orleans. Seafarer Talley was away on Far East run but left plenty of males behind at home, (left to right) Lawrence G. Jr., two; Freddie, three, who came just before SIU maternity benefit began; Mrs. Talley and George; Ronald, one. All younger Talleys got \$25 US bonds as well from SIU.

**THESE ARE YOUR FAMILY'S BENEFITS:**

- \$ HOSPITAL ROOM & BOARD
- \$ SURGICAL EXPENSES
- \$ DOCTOR VISITS IN HOSP.
- \$ EXTRA EXPENSES

**DO YOU KNOW HOW TO COLLECT THEM?**

**GET YOUR COPY OF THE NEW WELFARE PLAN AT ANY SIU HALL !!!**

**Now!**

**THE SEAFARERS WELFARE PLAN**

**NEW! HOSPITAL AND SURGICAL BENEFITS**

... maximum protection for the Seafarer's family ...

plus

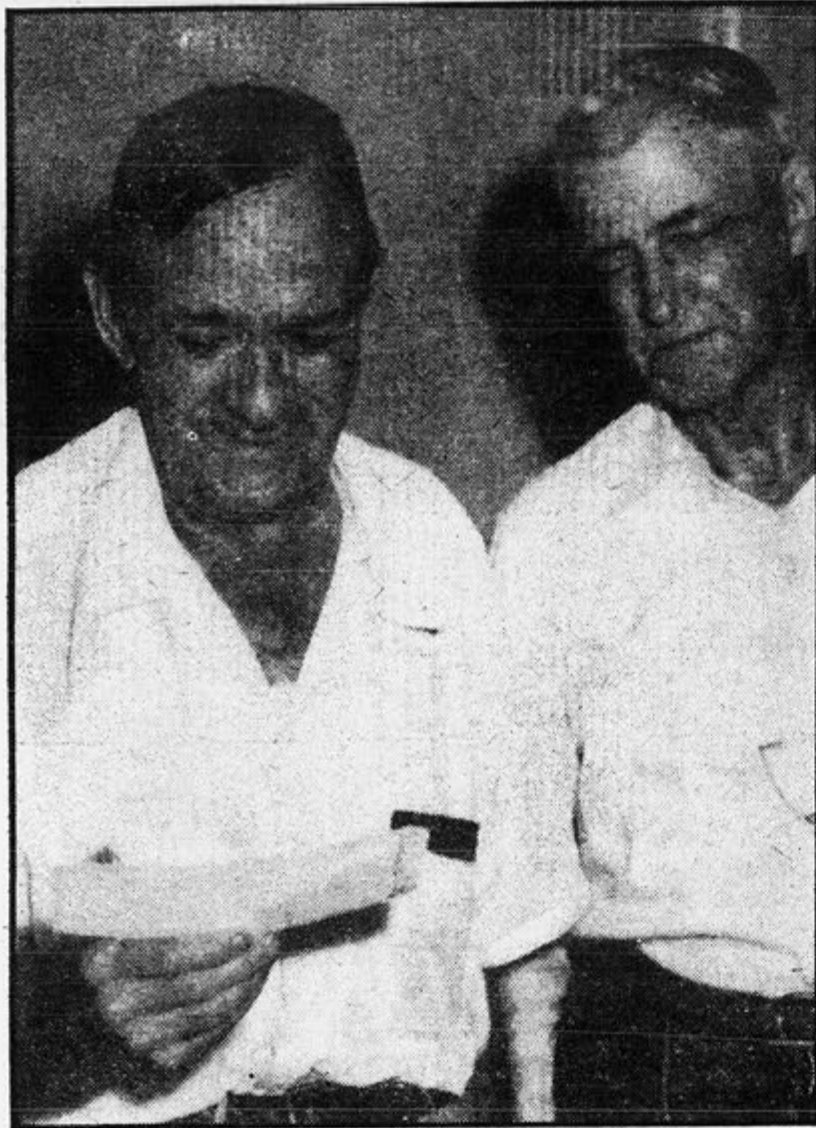
**NEW! INCREASES**

DEATH BENEFIT  
HOSPITAL PAYMENT  
DISABILITY-PENSION BENEFIT

**COMPLETE SEAFARERS WELFARE PLAN BENEFITS**

## HAIL NEW BENEFITS

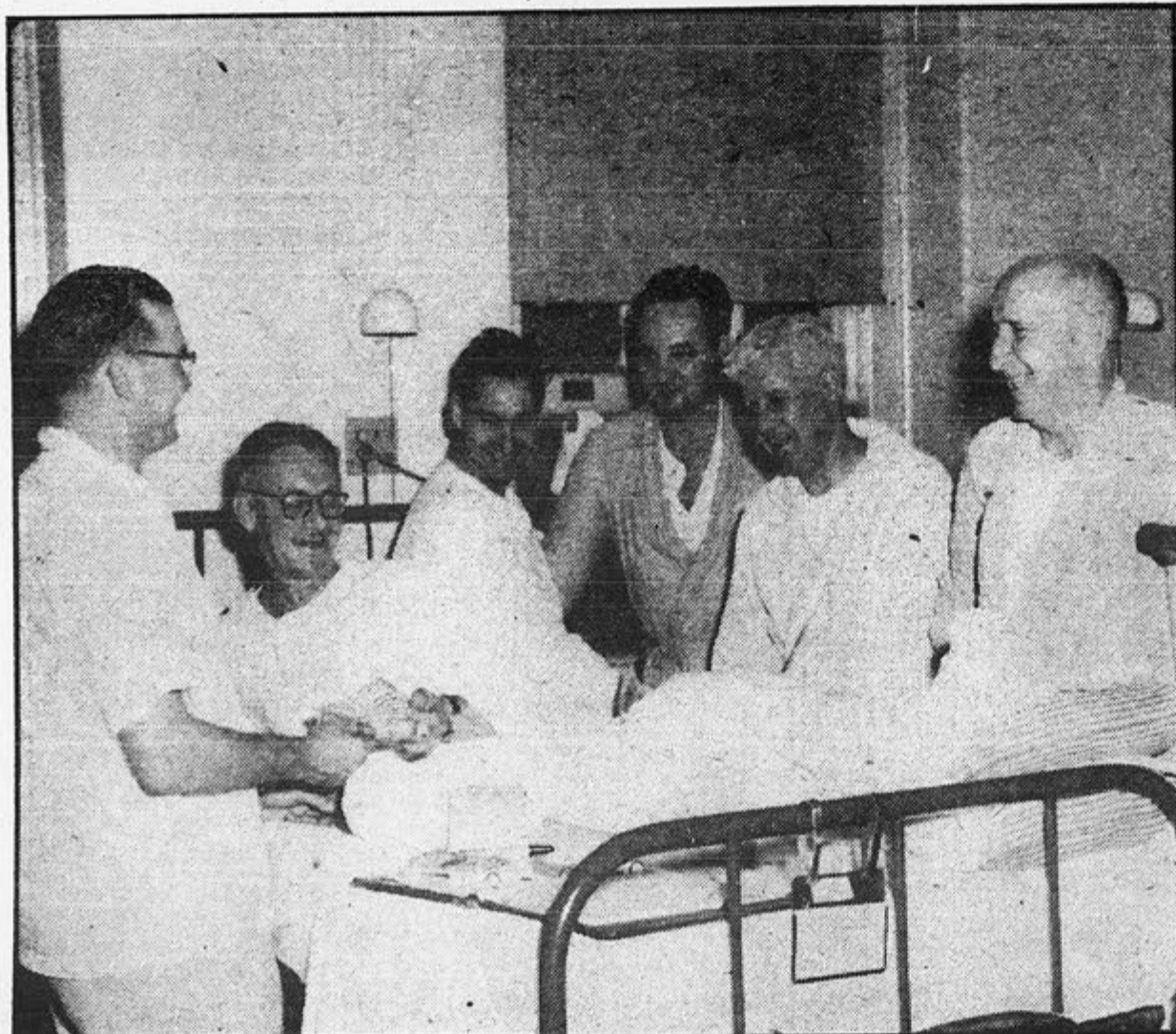
Story on Page 2



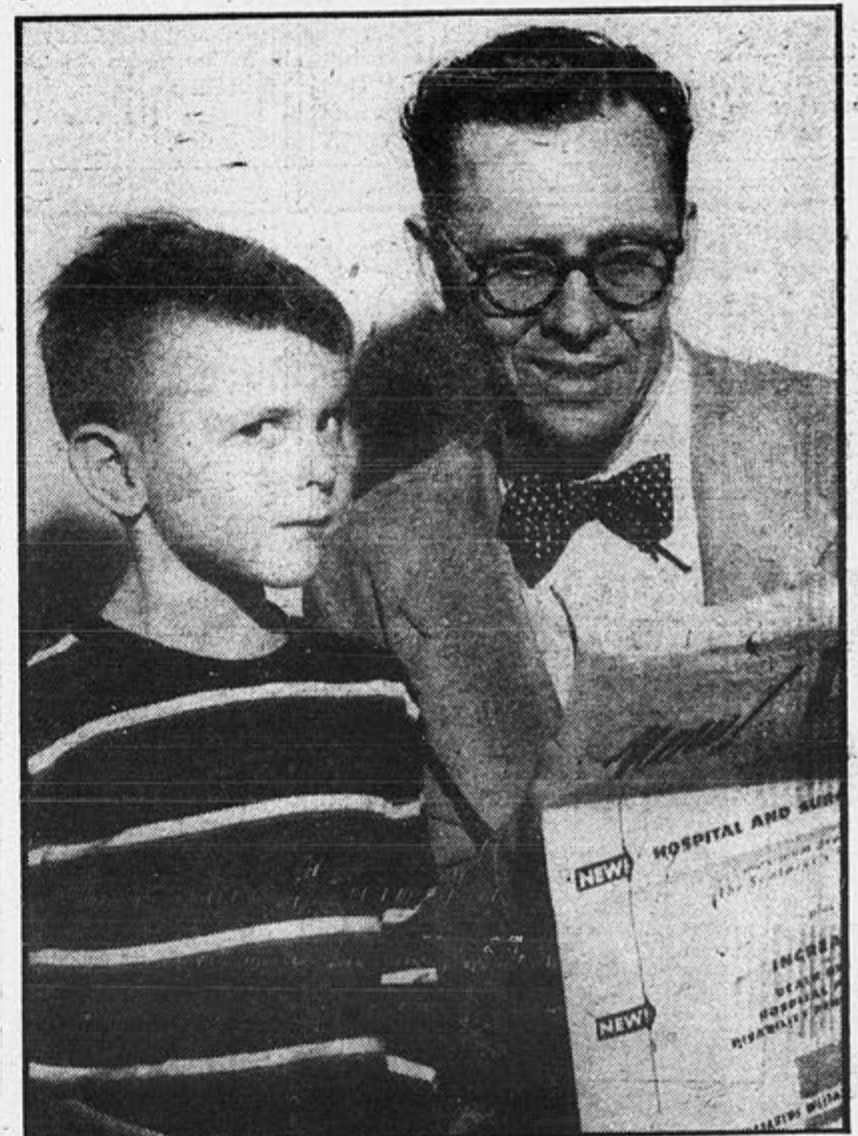
Increased pension-disability, now \$35 a week, is most welcome to veteran New Orleans Seafarer Leonard Ellis (left) showing check to Emory Barfield, FWT.



Discussing details of new benefits at Manhattan Beach, Brooklyn, hospital are Seafarers (left-right) James Lewis, A. McGuigan, Harry McDonald, Jar Chong, Fred Landry. Several hospitalized Seafarers pointed out that the \$21 weekly benefit was enough to cover rent money at home and extras besides.



Arrival of SIU New Orleans patrolman Herman Troxclair at USPHS hospital in that city with new, higher benefit proves to be joyous occasion for Seafarer-patients there. Here, Charles R. Nicholson, AB, receives his \$21 payment. Looking on are (left-right) Seafarers Calvin DiSilva, AB, Harvey Shero, AB, Mike Liuzza, MM, and George Olive, cook.



Reading all about new family coverage in the pages of the SEAFARERS LOG special supplement is Seafarer Val Sungaroff who came up to the Union's headquarters with his son, Alex.